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Trenton in 1860

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ANY child who goes through the public school system in Trenton will be reminded, time and again, that Trenton was the "turning point of the Revolution." Visitors are proudly shown the colonial mementoes: the Old Barracks, the Battle Monument, and the Trent House. The people of Trenton are continually reminded of the city's pre- and post-Revolutionary history, but why is there not more mention of Trenton of the early and middle nineteenth century? Probably the best explanation is that most feel nothing interesting happened in the Trenton of that period. But this feeling is certainly unfounded.

Trenton might be classed with those cities that never quite arrived. Of course, there is every reason for the Trentonian of today to be proud of his city, but it does seem that historical chance kept the city from realizing its full potentialities. Trenton was once considered for the site of the nation's capital, but was passed by. Once an active transportation center, Trenton lost out in the advance of technology. Once a city whose new industries promised to place it in a prominent position in the United States, Trenton became an industrial town of rather limited proportions. In fact Trenton is a very good example of a city whose growth was stunted by its being caught between two major urban centers. It was in 1860 that Trenton had all of the elements of a promise that was not to be fulfilled.

Trenton grew geographically and demographically in the first six decades of the nineteenth century. The city was founded in

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1679 and it was incorporated in 1792. By 1810 it had a population of 3,000, including 181 slaves. The population had increased to 3,942 by 1820 and the number of slaves decreased to 85.¹ After two decades of almost complete population stagnancy between 1820 and 1840, when the increase was only 93, Trenton experienced a phenomenal growth in population. In 1857 the figure was estimated at 15,000² and three years later, according to the census of 1860, Trenton had become the fourth largest city in New Jersey with a population of 17,228.³ The annexations of contiguous districts accounted for a good deal of this amazing increase. But it must be remembered that annexation produced a corresponding growth in the Trenton area.

The site for Trenton was originally chosen because of its suitability for industry. As the nineteenth century and the industrial revolution advanced, Trentonians were to realize that the founder, Mahlon Stacy, had indeed made a wise choice. As one booster wrote in 1860:⁴

Manufacturers find that Trenton affords facilities possessed by but few places for business. Its location between two great cities, the admirable facilities for transportation . . . the cheapness of coal, &c., must eventually make Trenton a large place. Besides this, land is cheap in Trenton, and there are hundreds of eligible sites along the canal which runs directly through the city. In this respect it is a much more desirable location than any in the State. Its educational advantages are far superior to any in the State. We have the Normal and Model Schools. We expend \$10,000 annually for free schools, and have a number of the best private schools in successful operation. We abound in religious accomodations . . . with churches of almost every denomination . . . an able and attractive ministry, and a large number of communicants of every class and condition. We have accomodating Banking institutions . . . conducting a safe and fair business . . . with a line of discounts of nearly \$1,250,000. . . . We also have a Company organized with a new charter, which will doubtless go in operation as soon as the managers are sat [*sic*] there is a demand for an increased amount of banking capital.

With such advantages, briefly stated, our city only wants to be fairly

¹John O. Raum, *History of the City of Trenton* (Trenton, 1871), p. 186.

²Trenton Historical Society, *A History of Trenton 1679-1929* (Princeton, 1929), p. 609.

³Charles M. Knapp, *New Jersey Politics during the Period of the Civil War and Reconstruction* (Geneva, N.Y., 1924), p. 2n.

⁴*Daily True American*, October 6, 1860.

known to the business world to attract hither manufacturers of a variety of articles. We believe there are few places where capital can be more safely or profitably employed.

Originally Trenton prospered by virtue of its location between two large cities. The main arteries of transportation between New York and Philadelphia went through the town. Trenton's natural route to Philadelphia was by the Delaware River. Above Trenton the river was passable only to very low-draft boats; goods from Philadelphia had to leave the river at Trenton and complete the journey to New York overland.

Among the few conveyances that could make a trip the length of the Delaware were rafts. This crude form of transportation was used only for transporting lumber down the river to Philadelphia. Trees were bound together where they were cut and guided down the river by raftsmen. Trenton was a popular stop for the latter whose patronage brought a thriving business to the riverside hotels. In the spring of one good year a thousand rafts with fifty million feet of lumber passed Trenton. Rafting declined after 1845, due to the simultaneous depletion of the forests and the growth of the railroad.⁵

Two-way travel between Trenton and Philadelphia in the eighteenth and nineteenth centuries was carried on by sloops in the Delaware River.⁶ Inevitably the sloop made way for the more reliable steamboat around 1820. John Fitch conducted the first successful experiment with a steamboat on the Delaware near Philadelphia in 1786, with the intention of employing his boat in the lucrative travel between Philadelphia and Trenton. With the improvements made by other men, the steamboat was soon monopolizing all the river traffic. Passenger service at Trenton improved to keep pace with the times. Passengers were picked up at the wharves by coaches and taken to Trenton hotels where they could refresh themselves before proceeding to New York.

Those who wanted to make the trip between the big cities entirely by land found that the highways went through Trenton, and they found that highway traffic had to use Trenton ferries to cross the river. The first ferry at Trenton had been chartered

⁵Trenton Historical Society, *op. cit.*, p. 227.

⁶*Ibid.*, pp. 225-27.

in 1726 by James Trent, eldest son of Trenton's namer, William Trent. Other ferries followed, and they were the only means of crossing the river until a bridge was built in 1806. This bridge was later altered to accomodate trains.⁷

A through connection between New York and Philadelphia by stage was first made in 1756. The trip was divided into three legs, one connection being at the Trenton ferry. Even the use of "flying machine" stages could not compete with the trains, so the stage finally bowed out around 1840.⁸

A canal joining the Delaware and Raritan rivers was first proposed by Governor Mahlon Dickerson in 1816. The project was not undertaken at that time, however, because investors were not convinced it would be profitable. In 1830 a bill was passed by the state legislature incorporating the Delaware and Raritan Canal Company. On the same day an incorporation act was passed for the Camden and Amboy Railroad and Transportation Company. The canal was to connect Bordentown and New Brunswick, passing through Trenton. When the canal was completed, traffic could proceed down the Hudson from New York to the Raritan River, up the Raritan to the canal, through the canal to the Delaware, and down the Delaware to Philadelphia. The railroad was to connect Amboy and Camden, but it did not pass through Trenton. The terminals of the railroad connected with the big cities at either end by ferry.

The two acts of incorporation had the same provisions. The state was given one thousand shares in each company and an option to buy both companies at the end of thirty years. One year after the companies were formed, they were "married," in order to pool resources for the two major constructions.⁹ The state was guaranteed thirty thousand dollars per year in dividends on the stock of the Joint Companies (as the two were called). Transit duties were to provide an additional revenue. In return for this income the state promised the Joint Companies¹⁰

That it shall not be lawful, at any time during the said rail road

⁷*Ibid.*, pp. 263-76.

⁸*Ibid.*, pp. 254-56.

⁹Raum, *op. cit.*, pp. 205-08.

¹⁰George H. Burgess and Miles Kennedy, *Centennial History of the Pennsylvania Railroad, 1846-1946* (Philadelphia, 1949), pp. 245-51.

charter, to construct any other rail road or rail roads in this State, without the consent of said companies, which shall be intended or used for the transportation of passengers or merchandise between the cities of New York and Philadelphia, or to compete in business with the rail road . . .

This unique monopoly made the Joint Companies the most powerful organization in the state. Citizens could congratulate themselves later on the fact that the Companies had supplied money to build the state prison, the state insane asylum, even the state house, and the funds had made the public school system possible. The Companies were to pay one hundred thousand dollars yearly, in a good year, in taxes alone.¹¹ But all of these benefits were not without their price. The power of the Joint Companies was tremendous. The Stevens brothers, Robert and Edwin, and Robert F. Stockton formed a "triumvirate that was not only financially but politically potent in New Jersey for many years."¹²

Politically, the Joint Companies were more closely allied with the Democratic party in New Jersey but they were not so foolish as to neglect the Opposition party (later the Republican party). Trenton's Opposition newspaper indignantly denied an accusation by a New York paper that the Corporation had a unilateral alliance with the Democrats. The Companies really had "active and influential men belonging to both of the two great parties in the State." The paper sagely asked, "Has the Opposition party anything to gain by putting itself in a position to drive from it the friends of the New Jersey, or Camden and Amboy Railroad Companies, or any other company?"¹³

Trentonians were able to watch at close hand the Companies' efforts in the political field. When large shipments of champagne were received in town, people knew "that some important railroad legislation is on the carpet."¹⁴ The fact that Trenton was on the transportation route in which the Camden and Amboy was interested, introduced the citizens to the Joint Companies' strong financial power.

Rail transportation to Trenton from Philadelphia was sup-

¹¹Raum, *op. cit.*, pp. 208-09.

¹²Burgess and Kennedy, *op. cit.*, pp. 245-46.

¹³*Daily State Gazette and Republican*, February 15, 1860.

¹⁴*Ibid.*, March 1, 1860.

plied by the Philadelphia and Trenton Railroad which ran on the Pennsylvania side of the Delaware.¹⁵ To complete the line to Trenton, the railroad was granted permission in 1834 to build a bridge across the river under the name of the Trenton Bridge Company. Also in 1834 the Trenton and New Brunswick Turnpike Company¹⁶ sought authorization to lay tracks on its roadbed.

Stockton and other stockholders of the Joint Companies thus saw their monopoly threatened on several sides. They resolved the difficulty with typical acumen; they bought controlling interest in the three troublesome companies: the Philadelphia and Trenton Railroad Company, the Trenton Bridge Company, and the Trenton and New Brunswick Turnpike Company. The Joint Companies in this way had neatly stifled competition and provided themselves with means for a direct railroad line from New York to Philadelphia along the best route. The Joint Companies now controlled the main lines into Trenton, and this city which was so dependent on transportation for survival found itself at the mercy of the Companies.

The Joint Companies next planned a railroad from New York to Philadelphia that would pass through Trenton. Trentonians did not mind the canal's passing through, but they would have none of those "fiery cars" in the town. "It would be exceedingly injurious to all business," the *Gazette and Republican* protested. "The town would derive no advantage by such an improvement, but suffer much injury."¹⁷ The people and the paper somehow underestimated the power of the Joint Companies and they did not foresee the courses open to it.

The Joint Companies quietly set out to accomplish their ends by using the three newly acquired companies and the railroad already at their disposal. First the Philadelphia and Trenton Railroad Company built tracks across the Trenton Bridge with that Company's permission (readily granted, since they were both controlled by the same stockholders). The track was laid into the city on the Bridge Company's property and the rail

¹⁵Trenton Historical Society, *op. cit.*, p. 286.

¹⁶These companies operating toll roads experienced a boom in the first decades of the nineteenth century. Many of them later converted their log roadbeds to rails to meet the competition of the fast trains.

¹⁷*Ibid.*, pp. 287-88.

journey could be continued north of the city on the Camden and Amboy's line. At first the two lines did not actually connect in Trenton; through passengers had to cross the canal bridge at State Street on foot in order to continue their journey. In 1839 the connection was made to form the final link in the New York to Philadelphia line.¹⁸ The Camden and Amboy always seemed to have its way. The disputed piece of track, part of the busiest stretch in the world, still runs straight through the city, but now the through passengers do not even pause in Trenton the length of time it would take them to cross the bridge.

The steel industry has returned to the Trenton area in the twentieth century for many of the same reasons that first attracted iron men in the eighteenth century. In the 1700's, the iron of northern New Jersey and the coal from Pennsylvania were easily transported to Trenton, where power and labor were available. The first iron works, founded in 1723 by one Samuel Green and William Trent, was the second industry to be founded in Trenton. The first was Stacy's grist mill.¹⁹ Other factories were established and, like the first two, derived their power from the Assunpink Creek.²⁰

As manufacturing increased, power from the Assunpink became inadequate. The Delaware was too shallow to be used directly for power but the possibility of using the river as an indirect source was soon realized. The Delaware Falls Company was incorporated in 1831 to build a canal parallel to the river and using the water therefrom. This new source of power was aptly referred to as the Water Power.²¹ The new canal added to Trenton's natural advantages for industry.

In 1847 Peter Cooper decided that his iron rolling mills had to be moved from New York closer to a source of raw materials. He found that Trenton was near both coal and iron, had two canals, one for transportation and the other for power, and the city was on a railroad that connected the two largest cities in the United States. Cooper chose Trenton for the new site of his mill and invested money to establish his son, Edward, and his

¹⁸*Ibid.*

¹⁹*Ibid.*, p. 524.

²⁰Raum, *op. cit.*, pp. 234-36.

²¹*Ibid.*, pp. 237-38.

son-in-law, Abram S. Hewitt, in a company that was named the Trenton Iron Company. With the initial advantage of Cooper's fortune and with the wit and energy of the two young men, the company was soon landing large contracts and it quickly became a major industry in Trenton.²²

A young engineer named John A. Roebling came to Trenton in 1848 primarily for the supply of steel necessary for the manufacture of his recently patented wire rope. The rope was then used to pull canal barges,²³ but what really brought fame to the inventor and employment to Trenton was the use of the wire rope in the construction of suspension bridges.

Another iron works, the Phoenix Iron Works, was built along the Water Power in 1849 to manufacture spikes, boilers, stoves, and heavy machinery.²⁴ Soon the banks of the Water Power were crowded with factories, mostly industry supplementary to the Trenton Iron Company.²⁵

By 1860 steel, rubber, and pottery had at least had their beginnings in Trenton. These three were to be Trenton's major industries in the early part of the twentieth century. The story of the beginning of the rubber industry has an ironic twist. The first rubber mill was established in 1852. In 1856 the Goodyear Rubber Company became interested in building a mill at Trenton and sent an advance agent, Charles V. Mead, to Trenton. Mead found that the mill in Trenton was infringing on Goodyear's patents. A court action closed the Trenton mill and Mead saw the way clear for establishing his own rubber mill independent of Goodyear. Mead's mill prospered, reportedly by infringing on the same Goodyear patents.²⁶

Pottery-making in Trenton had yet to go through its major development by 1860. Although the first pottery had been founded in 1735, the products were still crude and the manufacturing methods primitive.²⁷

²²Allan Nevins, *Abram S. Hewitt; with Some Account of Peter Cooper* (New York, 1935), pp. 83-93.

²³Trenton Historical Society, *op. cit.*, p. 534.

²⁴*Ibid.*, p. 535.

²⁵Raum, *op. cit.*, pp. 441-43.

²⁶Trenton Historical Society, *op. cit.*, pp. 537-38.

²⁷*Ibid.*, pp. 527-28.

So Trenton grew. By 1855, \$522,450 was invested in industry and real estate was valued at over three million dollars.²⁸ Trenton had by no means arrived, but it was filling out. Though fourth in population in New Jersey, Trenton in 1860 still was a small town even by the standards of the day. New York City had a population of 1,080,330²⁹ as compared to Trenton's 17,228 (which figure included 340 inmates of the state prison). But Trenton's population was growing; the death rate was decreasing,³⁰ the birth rate was increasing,³¹ and the influx of immigrants was continuing.

The retail trade was generally good in Trenton in 1860. A superficial look at the city by one reporter showed "a great many changes in the principal streets of our city. Stores will take the place of dwellings in several instances, showing an increase in the business of the city."³²

The newspaper advertisements showed a variety of ways in which money was spent in the Trenton of 1860. To cure the ills of man and beast there were advertisements for Moffat's Life Pills, notice of the arrival of an Indian cancer doctor, and a pamphlet on remedies for horse diseases. The ads told farmers where to get raw-bone phosphate of lime, and for the small entrepreneur there was notice of an opportunity to bid on coal for the state house, or the possibility of buying up a hotel. For pleasure seekers and traveling men there was the schedule of departures of steamboats for Philadelphia. Opportunities for culture in the home were evident from the advertisements by teachers of piano, voice, organ, violin, flute, and French and, for the young men, Harvard Law School beckoned.³³

The spring thaw was as important to Trenton as to an ice-bound port. During warm weather the papers reported the movements on the waters in and about the city, in items such as the following: "About sixty rafts of lumber passed by this city

²⁸Raum, *op. cit.*, pp. 188-89.

²⁹Richard B. Morris, ed., *Encyclopedia of American History* (New York, 1953), pp. 442-43.

³⁰*Daily True American*, January 4, 1860.

³¹*Ibid.*, January 2, 1860.

³²*Daily State Gazette and Republican*, March 13, 1860.

³³From the advertisements in the August 15, 1860, *Daily True American*.

on Sunday, and about forty yesterday. The hotels in the Fourth ward are filled to overflowing with hungry raftsmen.³⁴ Warm weather found fishermen out on the river too, tending their nets.³⁵ The Delaware and Raritan Canal opened on March 16 that year,³⁶ and by the first of May canal traffic was brisk.³⁷ In 1860 the first paddle-wheel steamer went through the canal. It was from New York and bound for Baltimore.³⁸

Most of the goods manufactured in Trenton in 1860 were marketed at Philadelphia and New York or in the general area referred to as the Southern market. The Trenton Locomotive Works was manufacturing iron castings for piers and abutments for a railroad bridge across the Savannah River. Considering the atmosphere of that year, some political interpretation of such a contract would be expected. "We think this union of Trenton 'labor' with Georgia 'capital,'" the Democratic *True American* editorialized, "is the best refutation that can be given to Seward's 'irrepressible conflict.'" ³⁹ When two Trenton machinists invented a "Sewing Machine for the masses," it was from the Southern market that they expected their first order.⁴⁰ The economic ties with the South were to play a large part in New Jersey's attitudes during the Civil War.

Goods from Trenton flowed both north and south. The Drain Pipe Manufactory had a contract with the city of Brooklyn in 1860 that was expected to supply work for eighteen months more.⁴¹ The Rhodes and Yates Pottery was employing forty-five people to manufacture, annually, thirty thousand dollars' worth of ware to be sold in New York and Philadelphia.⁴² Supplying the same markets with shirts and drawers were the Whitehead Brothers, who employed three hundred women to operate fourteen knitting machines which were making a yearly product worth one hundred thousand dollars.⁴³

³⁴*Ibid.*, August 28, 1860.

³⁵*Daily State Gazette and Republican*, May 5, 1860.

³⁶*Ibid.*, March 13, 1860.

³⁷*Ibid.*, May 5, 1860.

³⁸*Ibid.*, May 10, 1860.

³⁹*Daily True American*, April 2, 1860.

⁴⁰*Ibid.*, March 20, 1860.

⁴¹*Ibid.*, July 18, 1860.

⁴²*Daily State Gazette and Republican*, August 4, 1860.

⁴³*Ibid.*, May 3, 1860.

The Trenton Iron Company had no limits to its markets. It was selling rails to the Baltimore and Ohio, the Vermont Central, and the chief New York and New Jersey railroads. The company's beams were being used in the almshouse in Washington, the Chicago waterworks, and the arsenal at Fortress Monroe. Its diversified output included large quantities of telegraph wire, chairs, and rods.⁴⁴

In 1860 John A. Roebling was rapidly establishing himself "as the greatest American bridge builder of the 19th century." He had just completed a suspension bridge at Niagara Falls and was awaiting approval of his suggestion for building the Brooklyn Bridge.⁴⁵ He was daring at that time to build a 1224-foot suspension bridge across the Kentucky River.⁴⁶

A great many Trentonians were occupied in industry during their working hours, but what of their off hours? What leisure-time activities were they interested in? For one thing, leisure time in Trenton in 1860 meant lectures. "Nearly all Trentonians love a lecture,"⁴⁷ one reporter wrote, and from the number of lectures that came to Trenton that year it is evident that the lecturers knew it too. One could hear about "The Arabs, Their Lives and Their Homes"⁴⁸; "Providential Peculiarities of American History"⁴⁹; "The Gentlewoman, the Graces and Character of the Gentlewoman, Her Refinements"⁵⁰; or travelogues on Italy, France,⁵¹ and the "Ruins of the Holy Land."⁵²

Phrenology was enjoying quite a vogue that year. Probably the biggest attraction of the year was "Professor" Fowler. An advance release on his series of six lectures showed that he left no bump untouched. He talked on "Social Relations; Continuance of the Race; Who Should Not Marry; The Right Age; Jealousy, Its Causes and Cure; Beauty and Fashion; Choice of Companions; Courtship and Marriage; Choice of the Most Appropriate Occupations or Pursuits of Life; Intellectual Culture and

⁴⁴Nevins, *op. cit.*, p. 175.

⁴⁵Morris, ed., *op. cit.*, p. 709.

⁴⁶*Daily State Gazette and Republican*, October 25, 1860.

⁴⁷*Ibid.*, February 22, 1860.

⁴⁸*Daily True American*, March 5, 1860.

⁴⁹*Ibid.*, March 1, 1860.

⁵⁰*Daily State Gazette and Republican*, February 4, 1860.

⁵¹*Ibid.*, June 4, 1860.

⁵²*Ibid.*, March 12, 1860.

Self-Improvement; Memory; How to Become Good Thinkers, Writers and Speakers; The Basis of Success in Business; The Perfection of Character; The Right Government; Training and Proper Direction of Children." "Private examinations" were given daily "with charts and full written Description of Character . . ." ⁵³ Professor Fowler spoke to full houses that year. ⁵⁴

The "Professor" could speak on any topic. While in Trenton he even delivered a two-hour oration on temperance. The meeting was sponsored by the Washington Total Abstinence Society, for which he collected \$4.55. ⁵⁵ No single subject was more lectured-on and listened-to than temperance.

Trenton, as the *Gazette and Republican* put it, was experiencing a "newly-awakened interest in the cause of Temperance" in 1860. That year a third temperance group, called the Crystal Fount Temple, No. 3, of the Templars of Honor and Temperance was started. ⁵⁶ The other temperance organizations were well established. The Excelsior Division, No. 4, Sons of Temperance, celebrated its seventh anniversary ⁵⁷ and boasted two hundred male and female members. ⁵⁸

Holy as their cause might be, temperance advocates also found entertainment in their activities. Lectures were advertised for their amusement value. One speaker was compared to "a whole four-horse team, and all who fail hearing this popular advocate of the cause will miss a rich treat." ⁵⁹ "Rousing meetings" were held where "telling speeches and singing" were heard. Of course, at the close of the meeting several signed the pledge. ⁶⁰ During the summer the meetings were held out-of-doors where large audiences were exhorted by ministers, women speakers, and even a Negro professor from Canada. ⁶¹

What else was there to do in the Trenton of 1860? One could go to concerts given by Swiss Bell Ringers or by local school children. There were circuses, minstrels, and excursions on the river. On Sunday, one went to church.

⁵³*Daily True American*, May 8, 1860.

⁵⁴*Daily State Gazette and Republican*, May 15, 17, 22, 1860.

⁵⁵*Ibid.*, May 22, 1860.

⁵⁶*Ibid.*, February 7, 1860.

⁵⁷*Ibid.*, March 13, 1860.

⁵⁸*Ibid.*, March 16, 1860.

⁵⁹*Ibid.*, March 13, 1860.

⁶⁰*Ibid.*, September 3, 1860.

⁶¹*Ibid.*, September 4, 1860.

Trenton churches were thriving in 1860. Almost all of the denominations were building. The Fourth Presbyterian, an Episcopalian, a Methodist,⁶² and a Baptist church were finished that year.⁶³ The buildings were not small, either. The First Baptist Church had twelve hundred seats⁶⁴ and the Trinity Episcopal Church had a capacity of six hundred.⁶⁵ For a city the size of Trenton, all of this construction meant a vital church spirit, but certainly nothing like a religious revival was evident. In 1860 the Jews of Trenton for the first time formally observed their New Year in a rented room. This group formed the nucleus of the first Jewish congregation.⁶⁶

Establishment of the Jewish congregation completed representation from all of the major denominations. Trenton now had a place for all creeds to worship. The Presbyterians had four churches and the beginnings of a fifth. There were four white and one Negro Methodist churches, two Baptist churches, two Episcopalian churches, one Catholic and one German Catholic, an English-language Lutheran and a German-language Lutheran church, and there was still a small representation from Trenton's first religious sect, the Friends.⁶⁷

Trenton has grown in nearly a century of time but it is still not a large city. It still is primarily an industrial town. The question as to why it did not continue to grow has more than one answer, but perhaps the most important lies in the overshadowing effect of New York and Philadelphia. Historians have devoted much time to studying the phenomenal growth of cities. Here is a city that did *not* have as remarkable a growth as would have been expected and, as such, offers a good contrasting study.

This article, having told part of Trenton's story for the post-Revolutionary years, might well end with a plea for more attention to this period. While it lacks certain of the romance which clings to the Revolution, the later history demands attention in its own right. In it there is much of value and interest which remains to be explored.

⁶²*Ibid.*, September 21, 1860.

⁶³*Ibid.*, October 9, 1860.

⁶⁴*Ibid.*

⁶⁵*Ibid.*, June 16, 1860.

⁶⁶*Ibid.*, September 27, 1860.

⁶⁷From the Sabbath Notices in the *Daily State Gazette and Republican*, February 4, 1860.

The Origins of New Jersey Municipal Government

STANLEY H. FRIEDELBAUM

THROUGHOUT the three hundred years of New Jersey's development as a colony and state, the outstanding characteristic of local government has been its diversity. Early county and municipal units were modeled after English practice and tradition; they were largely prototypes of forms in existence during the seventeenth and eighteenth centuries. Modifications subsequently introduced reflected changing attitudes toward the role of local government in modern society. Unlike the relative uniformity of approach in the West and Midwest, where the basic form of local government often was prescribed in state constitutions, the New Jersey pattern took shape without constitutional recognition or guidance.

A complicating factor during the early period was the division of the province into East and West Jersey in 1676.¹ Puritan influence in the settlement of the eastern section resulted in the introduction of New England town organization. West Jersey development, on the other hand, was based upon a system of "proprieties" revolving about geographic divisions called tenths.² Both East and West Jersey remained under proprietary rule until New Jersey became a royal colony in 1702.

A "compromise" system of local political organization eventually emerged in the province. The pattern lay midway between the town or township unit, which included almost all local functions in New England, and the county, which assumed a broad range of activities in the South. The New England town

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¹The province was divided formally by the Quintipartite Deed of July 1, 1676. *New Jersey Archives*, 1st Series, 1, 205.

²The "Concessions and Agreements" of March 3, 1676/7, created one hundred proprieties. *Ibid.*, p. 263.

system gave way to the compromise system of municipal organization which came to be characteristic of the Middle Atlantic States. The county, on the other hand, slowly developed responsibilities which distinguished it as something more than a mere judicial district or unit of administration.

The terms "county," "city," "borough," "town-corporate," "township," and "precinct" appear generally in the laws of the late colonial period. None, except the county, was clearly differentiated although there is evidence that the city, borough, and town possessed broad powers of self-government. With the coming of the Revolution, the prevailing legal foundations were swept away and local units came to be recognized as creatures or political subdivisions of the state. The principle of legislative control became firmly established.

The legislature acted early in an effort to create a general system of government for local units. Under the provisions of an act of 1798, each township was constituted a "body politic and corporate in law" with specified powers.³ Legislation also was passed establishing a general pattern of county government throughout the state.⁴ The county structure prescribed in 1798 remained substantially unchanged until the twentieth century.⁵ However, the effort to systematize municipal forms proved almost wholly unsuccessful. Additional legislation, enacted in the course of the nineteenth century, broadened the scope of municipal powers without attempting to define or to differentiate the types which had developed over the years.

About the middle of the nineteenth century, legislative intervention in municipal affairs resulted in widespread criticism. The type and degree of interference by the state varied directly with the prevailing political climate. Almost without exception, measures were based upon partisan considerations with little or no attention afforded the actual needs of the municipality. The legal device most frequently used was the legislative commission which

³*New Jersey Laws*, 1798, p. 289.

⁴*Ibid.*, p. 270.

⁵The creation of counties, begun in the course of the colonial period, gained momentum during the first half of the nineteenth century. Through the process of subdivision of existing units, the legislature continued to authorize additional counties until the establishment of Union in 1857. The county-creating mechanism often became a political instrument controlled by the majority party in the legislature.

superseded, on terms prescribed by the state, one or a number of local agencies performing functions formerly included within the normal scope of municipal activity.⁶ In most instances, legislation was special in character and applied to individual municipalities.

A constitutional amendment, adopted in the revision of 1875, prohibited the enactment of special or local legislation.⁷ In the course of the following decade, a classification system was established with limited applicability.⁸ The spirit of the constitutional directive often was circumvented through the device of laws general in form but special in effect. In an effort to meet the realities of the situation while avoiding the evils which existed prior to 1875, the constitution of 1947 authorized the enactment of special legislation provided initiating action was taken by the local unit.⁹

The 1875 revision, by indirection, also afforded constitutional recognition to the municipal types which had developed.¹⁰ For the first time, the types referred to for statutory purposes became a part of New Jersey's fundamental law. However, no effort was made to set each apart by constitutional definition and precise meanings continued to be non-existent or, at best, dependent upon the terms of individual laws. The common-law division of municipal government into cities, boroughs, towns, townships, and villages was continued.

An enumeration of municipal types, comparable to that included in the 1875 amendment, was not made a part of the constitution of 1947. There is no existing constitutional requirement that any particular units be established. Presumably, therefore, the legislature retains discretionary powers to mold the structure of local government according to its own dictates.

⁶Legislation applicable to Jersey City created boards for the control of a number of municipal functions.

⁷The amendment became Article IV, Section VII, Paragraph 11 of the constitution of 1844.

⁸The classification of cities and boroughs was provided for by law. *Laws*, 1882, p. 47; *Ibid.*, 1883, p. 157. The borough classification act was repealed by *Ibid.*, 1931, p. 985.

⁹Article IV, Section 7, Paragraph 10 of the constitution of 1947. This clause was implemented by the legislature the following year. *Laws*, 1948, p. 995.

¹⁰Article 1, Paragraph 19 of the constitution of 1844 as amended.

DEVELOPMENT OF MUNICIPAL TYPES

Townships. The origins of township government in New Jersey may be traced to the early years of the colonial period. The New England town system took root in most of the early townships and, in some instances, continued without substantial change until the nineteenth century. Political organization was based upon a town meeting of the voters who enacted local legislation and decided questions of policy. A small committee usually was chosen to carry out administrative details and to supervise town officers.

The township incorporation act of 1798 defined the powers of townships and regulated town meetings; it applied to all units bearing the designations "township, precinct and ward." There is evidence to indicate that a township typically comprised a large rural area or, on occasion, what was termed a city ward. On the other hand, actual legal distinctions among municipal types remained almost non-existent throughout much of the nineteenth century. For legislative purposes, the term "township" often was construed to include every city, borough, ward, or precinct in the state.¹¹

With a rising population and ever-increasing needs for additional services at the local level, a representative system was substituted for direct participation by the voters through the town meeting device. A significant step in this direction was the enactment in 1880 of a law vesting broad powers in the township committee.¹² Further recognition of the drawbacks of the annual town meeting, even as a unit for the election of the township committee, became evident in an act of 1886 permitting a division into wards. The act was predicated upon a legislative finding that "representation based, in the main, on subdivisions of the body corporate, is better suited to populous communities."¹³

The legal foundations of modern township government are de-

¹¹A general revision act of 1846 continued the basic structure of township government set forth in 1798 with only slight modifications. Primary responsibility for the conduct of township affairs remained in the town meeting. This act was passed as Senate Bill No. 33 of the 1846 revision measures. It does not appear in the session laws. See *Laws*, 1846, p. 229, and *New Jersey Senate Journal*, 1846, p. 744.

¹²*Laws*, 1880, p. 199.

¹³*Ibid.*, 1886, p. 20.

rived from the revision act of 1899 which vested virtually complete powers in a township committee.¹⁴ Under the terms of general legislation, townships have come to be recognized as municipalities with powers equal to those of other types.¹⁵ More significantly, the traditional concept of a township as an essentially rural unit no longer applies in many areas owing to the impact of industrialization and urbanization.

Towns. During the colonial period, the terms "town" and "township" appear interchangeably as designations for local units in New Jersey. Both originally signified little more than territorial subdivisions of a county. Both were based upon the New England town meeting in its adaptation to the New Jersey pattern of local government. On the basis of frequency of statutory usage, however, there can be little doubt that "township" was the term more generally applied.

Towns as distinct political entities date from the middle of the nineteenth century. By special acts, the legislature designated a number of areas as towns without affording them the full powers or privileges of municipal corporations. Such deficiencies as existed were remedied, at least in part, by an act of 1884. The law extended broad ordinance-making authority to the governing bodies of incorporated towns. It also made detailed provision for the protection and control of town finances and property.¹⁶

Towns seem to have attained the status of an established type with the passage of a general law in 1888 providing for the formation and government of such units.¹⁷ When the act of 1888 was held unconstitutional by the courts, a town law was enacted in 1895 which, with minor modifications, carried out the provisions of the earlier statute. The act of 1895 provided for the incorporation of towns through referendum procedures. It prescribed the basic form of organization and defined the powers of the council and of town officers.¹⁸

The meaning of "town" as a term in New Jersey municipal law has been the subject of judicial examination in a number of

¹⁴*Ibid.*, 1899, p. 372.

¹⁵*Ibid.*, 1917, p. 319.

¹⁶*Ibid.*, 1884, p. 326.

¹⁷*Ibid.*, 1888, p. 483.

¹⁸*Ibid.*, 1895, p. 218.

cases. In early decisions, the courts uniformly applied its use, on an individual basis, according to the intent of the legislation in question. The legal status of "town" was confused rather than clarified as a result of its inclusion in the constitutional amendments adopted in 1875. On the one hand, the various municipal types—city, borough, town, township, and village—were designated specifically for the first time. On the other, the prohibition against private, local, or special laws was made applicable to enactments "regulating the internal affairs of towns and counties"; no definition of "towns" was included.¹⁹

At the time of the adoption of the amendments, there were in existence a number of municipalities incorporated as towns. But, in order to afford broad applicability to the constitutional prohibition against special legislation, the courts interpreted "towns" to include all types of municipalities.²⁰ In the years following, the legislature passed a series of additional acts looking toward the creation of distinct municipal entities called towns. The intent of the legislation obviously was restricted to a specific type rather than to municipalities in general and, subsequently, the courts began to modify previous interpretations of the term.²¹ Toward the close of the nineteenth century, the Court of Errors and Appeals, in *Stout v. Glen Ridge*, held that "the signification of the word 'town' as used in those acts must be restricted to that species of municipal corporation which is created under them and called towns."²²

Cities. The establishment of cities in New Jersey began during the colonial period. On the basis of objectives stated in the early charters, cities appear to have emerged in response to demands for a compact unit designed to promote trade. Perth Amboy, among the earliest municipal ventures, was developed initially as a port of entry to rival the commercial supremacy of New York. New Brunswick and Trenton, on the other hand, were intended to serve as outlets for the products of the rich back country.

¹⁹Article IV, Section VII, Paragraph 11 of the constitution of 1844.

²⁰*Van Riper v. Parsons* (1878), 40 *New Jersey Law Reports* (hereafter N.J.L.) 1; *Pell v. Newark* (1878), 40 N.J.L. 550.

²¹*Banta v. Richards* (1880), 42 N.J.L. 497.

²²*Stout v. Glen Ridge* (1896), 59 N.J.L. 201.

Colonial organization was modeled after existing English forms; incorporation generally was effected by royal charter. Typically, officers and community constituted a body politic consisting of a mayor, a recorder, aldermen, assistants, and a clerk. In marked contrast to the present-day city, legislative and judicial functions were merged in a council or similar body. The ordinance-making power was restricted and, particularly under the earlier charters, local laws had to be submitted to the royal governor and his council for approval.²³

Following the Revolution, cities, like all other units of local government in New Jersey, became subject to control by the state legislature. Incorporation by legislative act was substituted for incorporation by royal charter. Throughout the first half of the nineteenth century, incorporation as a city seemed to imply elevation to a higher level of municipal organization. Gradations, however, varied with individual charters and grants; no legal definition of a "city" was set forth in the statutes.

As a result of the constitutional prohibition against special or local legislation effected in 1875, a series of general laws were made applicable to cities. A classification system, based upon population and geographic location, was introduced by an act of 1882.²⁴ Its construction and application became the subject of voluminous litigation during the closing years of the nineteenth century.²⁵

No uniform body of law, comparable to that applicable to other types, exists for cities. The diverse character of city legislation, continued in effect through validating acts, seems to defy systematic treatment.²⁶ Prevailing statutes relating to city officers and functions vary widely in their applicability according to legal classification and related considerations.

Boroughs. The borough, as a distinct municipal type in New

²³An analysis of early city charters appears in Austin Scott, "The Early Cities of New Jersey," *Proceedings of the New Jersey Historical Society*, 2d Series, IX (1887), 151-73.

²⁴The law established a rule of interpretation "for the purposes of municipal legislation." *Laws*, 1882, p. 47.

²⁵For a detailed discussion of the classification process, consult *Wanser v. Hoos* (1897), 60 *N.J.L.* 482.

²⁶The most recent revision and codification of the New Jersey statutes, completed in 1937, includes only a *compilation* of the laws relating to cities.

Jersey, is of comparatively recent origin. While sporadic references to "boroughs" appear throughout the colonial period, no clear differentiation from other types existed. There is evidence to indicate that some of the early municipal types established may have been variations of the English borough corporation. On the other hand, the modern New Jersey borough bears little relation to its colonial namesake. No observable continuity of development is apparent either from the statutes or the borough charters of the mid-nineteenth century.

Prior to 1875, boroughs usually were created by special act of the legislature and were governed by the provisions of individual charters. The constitutional prohibition against special or local legislation negated this approach and led to the enactment of a general borough law in 1878.²⁷ There followed passage of a number of amendatory acts, many of which were held to be unconstitutional as special laws. Old borough charters remained effective insofar as they did not conflict with applicable general legislation.²⁸

By the terms of the borough law of 1878, any part of a township was permitted to become a borough through petition and special election, provided minimum requirements were met. The ease of incorporation led to a multiplicity of boroughs during the 1890's. In a number of instances, the borough type was adopted merely as a device to evade tax responsibilities incurred under the township and school laws. A partial remedy was effected through the general revision act of 1897 which prohibited the future incorporation of boroughs except by special act of the legislature.²⁹

Borough development illustrates, perhaps more graphically than that of any other type, the lack of planning or of differentiation in New Jersey municipal law. Under the act of 1878, the borough was little more than an improvement district operating within a township. This original concept was altered markedly within the span of less than two decades through legislation and

²⁷*Laws*, 1878, p. 403.

²⁸For a review of the borough law from a legal viewpoint, see a series in *New Jersey Law Journal*, XVI (1893), 259 *et seq.*

²⁹*Laws*, 1897, p. 285.

other modifications. Under the revision act of 1897, a body of law was made applicable to a unit possessed of *bona fide* municipal powers rather than to an improvement district. The borough outgrew the laws under which it was created; lacking any standards of gradation or other means of differentiation, the borough assumed powers far beyond its original scope.³⁰

Villages. The village type, as a political entity in New Jersey, was not defined legally until passage of the general act of 1891. While constitutional recognition had been afforded villages in 1875, the type had no settled statutory status. It had been used interchangeably with such terms as town and borough. In construing the meaning of "village" as it had developed prior to 1891, the Court of Errors and Appeals ruled that:

The growth in wealth and population of a village will not alone alter its character as such in the absence of any legislation. The functions of local municipal government are necessarily much alike, whether exercised in a village government by commissioners or in a large city, but that fact alone will not determine the classification of any locality.³¹

Village development closely parallels that of the borough. Relatively late in the nineteenth century, the village emerged as an area set off from the original territory of the township. Limited powers of self-government were vested in an elected president and board of trustees.³² As the village took on additional functions characteristically municipal, its ordinance-making authority was increased by state law.³³ Neither by design nor planning, the village came to assume a status co-equal with that of other municipal types.³⁴

Unlike the borough, the village has become almost extinct as a separate entity in New Jersey. The type has enjoyed little popularity among the municipalities of the state. According to official classification by the state, only one regularly constituted village continues in existence.

³⁰A brief analysis of borough law development appears in Alfred F. Skinner, *The New Jersey Borough Law* (4th ed., Newark, 1916).

³¹*Long Branch Commission v. Dobbins* (1898), 61 N.J.L. 659.

³²See, for example, *Laws*, 1882, p. 158.

³³*Laws*, 1890, p. 29.

³⁴*Ibid.*, 1891, p. 33, and 1917, p. 319.

MUNICIPAL TYPES AND THE HOME RULE ACT

By the terms of the Municipalities or Home Rule Act of 1917, the legislature adopted a declaration of intent extending to all municipalities "the fullest and most complete powers possible" over internal affairs. The act constituted a revision of many existing laws relating to municipalities; it was designed to confer broad general and regulatory powers. Grants contained in the law became an addition to rather than a substitute for authority derived from a myriad of earlier acts and, in a number of cases, from charter provisions which continued in effect.

As a result of the 1917 law, with subsequent amendments and modifications, New Jersey municipalities—regardless of type or classification—may avail themselves of a common body of powers conferred for local purposes. On the other hand, the basic pattern of local government remains unaltered despite the uniform system made applicable by the act. Substantial diversity in practice and organization continues. Existing types and the laws which developed about each have not been superseded.

Keen Pruden's Earthenware Pottery in Elizabethtown

ELMER T. HUTCHINSON

IN the summer of 1819 Keen Pruden,¹ a young man of twenty-four years, was employed by his uncle Joseph Prudden² under whose guidance he acquired the potter's art. The same year Edward Griffith, then in the final stages of a fatal illness, prevailed upon young Pruden to take over the management of his pottery in Elizabethtown, N.J.³

The pottery was operated jointly by Jesse Pitts and Edward Griffith, under the firm name of Pitts & Griffith. Later the partnership was dissolved. Title was held by Griffith. In 1819 the pottery was described as being

On the main road leading to the Point [now Elizabeth Avenue] nearly opposite the property of Thomas Salter [later known as the Gracie house located at 1123 Elizabeth Avenue and demolished in 1913] bounded by the Creek [Elizabeth River]. The lot on the street is 109 feet, on the Creek 117 feet and 240 feet deep, containing one large dwelling house (occupied by Edward Griffith) with an excellent well near the door, store, pot-house, kiln-hours and shop, all large and commodious . . ."⁴

The same day this notice was published Griffith died⁵ and upon

THE WRITER: Shortly before his death in September 1954, Mr. Hutchinson prepared this short article, thinking to submit it for the PROCEEDINGS. Subsequently it was found among his effects and we are pleased to include it here. There is reason to hope that other historical data which he assembled during more than thirty years of research—e.g., concerning New Jersey printers and publishers—will be published.

¹The name was originally spelled "Prudden."

²Joseph Pruden, b. Morristown, N.J., Sept., 1729, d. March 20, 1816; married to Esther Ayre, b. July, 1749, d. June 5, 1837. (Registers, minutes and history of the First Presbyterian Church, Morristown, p. 196.) For many years he conducted a pottery in Morristown which by will dated February 14, 1815, proved June 9, 1816, he left to his sons Stephen and Joseph A. (*N.J. Archives*, 1st Ser., XLII, 341-42.)

³So stated by the late Warren Rogers Dix, a descendant through Griffith's widow, who, on August 29, 1821, became wife of Warren Rogers of New York City.

⁴Advertisement dated December 27, 1819. *New Jersey Journal*, January 18, 1820.

⁵Edward Griffith, b. September 17, 1780, at New Castle, Staffordshire, England, d. Elizabeth January 20, 1820, leaving no will. He married on April 28, 1811, Julia, daughter of Chevalier D'Anterrockes, of Elizabeth, b. March 15, 1794, d. June 22, 1888. Second, she married on August 29, 1821, Warren Rogers of New York City,

his death, Keen Pruden was authorized to continue his supervision of the pottery.

Keen Pruden was the son of Isaac and Sarah (Keen) Pruden and was born in Morristown, N.J., December 2, 1795, and died in Elizabethtown June 6, 1879. About 1814 he was married in Morristown to Hannah Miller,⁶ who died July 16, 1876. Both are buried in Evergreen Cemetery, Elizabeth. Keen and his wife were members of the First Presbyterian Church of Morristown until they were dismissed by letter dated August 11, 1819, to Elizabeth, where on November 7, 1820, they became members of the Second Presbyterian Church.⁷

The date on which Pruden acquired ownership of the pottery has not been learned, but when the plant was destroyed by fire, April 16, 1826, it was referred to as belonging to him.⁹ On January 3, 1832, he announced the manufacture of brown-ware, stone-ware, tea pots, etc., and also that he imported crockery, glass, and china-ware.¹⁰ On January 20, 1835, he published the following: "For sale or to let, the premises now occupied as a teapot manufactory, bounded by the Creek and opposite the Methodist Church . . ."¹¹ While the pottery may have been rented it was not sold, as in 1850 it was being operated by Keen's son, John

b. December 20, 1777, at Kellingsworth, Conn., d. February 4, 1843. Children of Edward and Julia Griffith: Oliver, b. April 4, 1812, d. Dec. 17, 1892, at Lowell, Mass.; married January 20, 1851, to Elizabeth Smith, of Lowell, b. April 6, 1825, d. just one hundred years later at Los Angeles, Cal.; Julia, b. February 16, 1815, d. at birth; Edward, b. November 21, 1817, d. February 18, 1901, at New York City; married June 15, 1841, to Anne Thomas of New York City; Robert, b. May 30, 1820, d. October 5, 1907, at Oakland, Cal.; married October 28, 1852, to Sophia C. Bragg, of Unadilla, Otsego Co., N.Y., who d. April 2, 1865, in Elizabeth. (Record from Griffith family Bible, published in *Genealogical Magazine of New Jersey*, VII [1931]. 59.)

⁶Registers, minutes and history of the First Presbyterian Church, Morristown, p. 198.

⁷Second Presbyterian Church, Elizabeth, membership record.

⁸The children of Keen and Hannah (Miller) Pruden were: Charles, b. 1818, d. April 1, 1833; Mary Ann, bap. March 31, 1821, married February 6, 1840, to John Hunt of Princeton, N.J.; Samuel Miller, bap. March 31, 1821; Elias Winans, bap. December 19, 1823; John Mills, bap. October 7, 1827, married September 13, 1848, to Delia, daughter of William Ross of Elizabethtown; Catherine Brown, bap. October 7, 1827, d. March 10, 1828; Smith Wilson, bap. September 25, 1831; James Warren, bap. June 14, 1834, never married, became blind in his youth. (Second Presbyterian Church baptismal records.)

⁹*New Jersey Journal*, April 25, 1826.

¹⁰*Ibid.*, January 3, 1832.

¹¹*Ibid.*, January 20, 1835.

Mills Pruden, and described as the Elizabethtown Pottery, manufacturer of earthenware.¹² A stoneware jar bearing the mark J. M. Pruden, Elizabeth, N.J., was exhibited by the Newark Museum Association in 1915.¹³ Possibly Keen's desire to disassociate himself from the pottery business was the result of various outside activities.

In 1835 we find him associated with the New Jersey Flax and Hemp Manufacturing Company of which he was an officer.¹⁴ From 1829 to 1873 he was a director of the National State Bank of Elizabeth, and on May 26, 1851, he was elected its president.¹⁵ He served as a member of the General Assembly of New Jersey during 1845-46.¹⁶ In 1850 he is described as a manufacturer of stove paint in Elizabethtown.¹⁷ In 1854 he was one of the incorporators of the Elizabethtown Water Company.¹⁸ J. M. Pruden and Augustus Olcott were conducting the pottery in 1869, but the following year and until 1877 it was operated by J. M. Pruden alone.¹⁹ During the latter year he sold the property to Levi B. Beerbower and W. L. Leak who, under the firm name of L. B. Beerbower & Co., manufactured white granite ware, druggists' and decorated ware.

Mr. Beerbower was a native of Chester County, Pa., born in 1847. His partner Mr. Leak was an Englishman whose age in 1882 was estimated as about fifty-five to sixty years. In 1911²⁰ Beerbower sold the pottery to the Standard Sanitary Pottery Company, of which Owen Healey was president. After several years this company discontinued operations and disposed of the property, whereupon all the kilns and buildings, except that facing Elizabeth Avenue, were torn down. The remaining build-

¹²Kirkbride's *New Jersey Business Directory* (Trenton, 1850), p. 176.

¹³*The Pottery and Porcelain of New Jersey, Prior to 1876, Catalogue of an Exhibition, February 1, to March 20, 1915*, p. 11.

¹⁴*New Jersey Journal*, October 6, 1835.

¹⁵Philip L. Kleinhans, *Down through the Years* (Elizabeth, 1937), pp. 88, 163.

¹⁶*Ibid.*

¹⁷Kirkbride's *New Jersey Business Directory*, p. 176.

¹⁸W. W. Clayton, *History of Union and Middlesex Counties* (Phila., 1882), p. 186.

¹⁹Elizabeth city directories.

²⁰*The Industries of New Jersey* (New York, 1882), Part 4, p. 590; *City of Elizabeth, N.J., Illustrated* (Elizabeth, 1889), p. 127.

ing was remodeled and converted into several stores. The entire premise is presently occupied by one of the Food Fair stores.

After taking over the management of the pottery, Keen Pruden for a time occupied the dwelling house on the lot, but later he erected a residence at Pearl and Bridge streets on a plot comprising eight acres and running back to the Elizabeth River. Subsequently this property was occupied by his son, John Mills Pruden, and still later by John's son, Caleb C. Pruden.²¹ After Caleb's death, title to the property was, in 1951, acquired by the Union County Park Commission. The dwelling house was dismantled during the early summer of 1951. The Pruden tract will be converted into a public park.

²¹Caleb Crane Pruden's mother was Delia M. Ross, daughter of Eliza Crane and William Ross (Crane genealogy, pp. 525, 599). Eliza Crane's father was Caleb Crane, after whom Caleb Crane Pruden was named. (Item 1489.)

Dr. Solomon Froeligh

WILLIAM C. KIESSEL, JR.

THOMAS Gray in his famous "Elegy" laments over the many individuals who lie forgotten in the country churchyard. In the cemetery of the old South Presbyterian Church in Bergenfield, close to the sanctuary he served for forty-one years, lies a man who was one of the most controversial figures in American church history at the beginning of the nineteenth century. His multi-faceted life involved not only the national religious issues of the day but also the educational, military, and political affairs in New Jersey. I refer to Dr. Solomon Froeligh,¹ founder of the True Dutch Reformed Church in the United States of America.

Solomon Froeligh was born May 29, 1750, at Red Hook in Albany (now Dutchess) County, New York, about twenty miles north of Poughkeepsie, the eldest son of Petrus and Maria Wood Froeligh.² At the impressionable age of fourteen he came under the influence of Dominie Johannes Schuneman and experienced a definite call to the ministry. Solomon's hard-working father wanted to keep him on the farm, as he needed an extra hand, but his saintly mother arranged for her son to attend the "parsonage school" of the Reverend Dirck Romeyn.³

For three years Solomon lived in the Romeyn household, and when Romeyn transferred to Hackensack he accompanied the family. At Hackensack he enrolled in the newly founded Academy on the corner of Main and Warren streets and there for three years received instruction in the classics under Dr. Peter Wilson.⁴ While a student, Solomon Froeligh married Rachel,

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¹The name is spelled variously "Freligh" or "Froeligh."

²William B. Sprague, *Annals of the American Pulpit* (New York, 1869), IX, 83.

³Froeligh's manuscript autobiography, transcribed April 21, 1825.

⁴Cornelius T. Demarest, *Lamentations over Solomon Froeligh* (New York, 1827), p. 17.

the daughter of Isaac and Rachel Reyerson Vanderbeck, November 11, 1771.⁵

The youthful benedict then studied under the learned John Henry Goetschius the Zurich-educated theologian and exponent of the Conferentie beliefs. Froeligh remained with Goetschius for three years, after which he was ready for his examinations. In October, 1774, before the General Convention of Ministers and Elders of the Dutch Reformed Church, Froeligh was examined for licensure by Drs. Johannes Leydt, Jacob R. Hardenbergh, and John H. Livingston and, showing a suitable proficiency, was licensed to preach.⁶ The same year Froeligh was awarded a master-of-arts degree from the College of New Jersey at Princeton by President John Witherspoon.⁷

June 11, 1775, Froeligh was ordained pastor of the four Dutch congregations of Jamaica, Newtown, Oyster Bay, and Success in Queens County, Long Island, succeeding the Rev. Hermanus L. Boelen, a noted Tory.⁸ His ordination sermon was preached by the Rev. Lambertus de Ronde of the Collegiate Church in New York City.⁹ Froeligh served his initial circuit for fifteen months until September, 1776, when the British captured Long Island. Because of his ardent patriotism he was forced to flee, losing all his personal possessions, including a very fine library. The church edifice in Jamaica was converted into a troop storehouse for goods and provisions.¹⁰

Froeligh, with his wife and growing family, fled to the home of Dr. Archibald Laidlie in Hackensack who himself had been forced to leave New York City. Imbued with the spirit of liberty, Froeligh preached a fervent sermon on the glories of American independence and, to his surprise, it was received with coldness.

⁵E. B. O'Callaghan, ed., *Names of Persons for Whom Marriage Licenses Were Issued by the Secretary of the Province of New York* (Albany, 1860), p. 145. In reasonable time they had four daughters and five sons, one of whom died in infancy. One son became a clergyman, two were lawyers and one was a successful physician. (Data from Mrs. Isabel M. Wagner, Hackensack, descendant of Solomon Froeligh.)

⁶Charles E. Corwin, *Manual of the Reformed Church in America, 1628-1922* (5th ed., New York, 1922), p. 340.

⁷Walter H. Evert, Office of the Secretary, Princeton University, letter, March 1, 1954.

⁸Frederick L. Weis, *The Colonial Churches and the Colonial Clergy in the Middle and Southern Colonies, 1607-1776* (Lancaster, Mass., 1938), pp. 51, 68, 72.

⁹Demarest, *Lamentations*, p. 18.

¹⁰Benjamin Thompson, *History of Long Island* (New York, 1843), I, 120.

In the opening year of the Revolution, Bergen County was not particularly eager for trouble with the mother country. One historian states there were only fourteen families in the entire county whose sympathies were with the colonists. Eventually sentiment changed as the British lost their hold and then ravaged the countryside.¹¹

After his disheartening reception in Hackensack, Froeligh considered entering military service and was appointed chaplain of the First New York Line, Third Continental Establishment. His commission was approved November 21, 1776, reconfirmed January 3, 1777, and finally his name dropped from the rolls the following September.¹²

Froeligh's next pastoral charge was with Dr. Livingston, ministering to the Dutch settlers along the west side of the Hudson River in the vicinity of Fishkill and Poughkeepsie. For three years he jogged on horseback to preach at his several churches and visit with his scattered parishioners. Then on June 5, 1780, Froeligh was called by the united congregations of Millstone and Neshanic in Somerset County to succeed the Rev. Christian F. Foering.¹³

September 4, 1780, Froeligh officially began his new pastorate, after receiving special synod approval because he had never been formally relieved from the Long Island congregations. He preached two services each Sabbath, alternating in English and Dutch at the two churches. His remuneration was 160 bushels of wheat (each bushel guaranteed to weigh 60 pounds) from Millstone and 108 bushels from Neshanic. This later was changed to 120 pounds "Proclamation" money proportionately contributed by the two congregations.¹⁴

Shortly after Froeligh's arrival he had a glorious revival but, overworked by his fervent sermons and conscientious ministrations to his people, he became seriously ill. It was six years before he fully regained his health. However, it was while serving in Somerset County that Froeligh became closely connected with

¹¹Charles H. Winfield, *History of the County of Hudson, New Jersey* (New York, 1874), p. 141.

¹²Corwin, *Manual*, p. 340.

¹³Abraham Messler, *Forty Years at Raritan* (New York, 1873), p. 271.

¹⁴James P. Snell, *History of Hunterdon and Somerset Counties* (Phila., 1881), p. 791.

Queens College in New Brunswick, or Rutgers University as we know it today.

Queens College, chartered November 10, 1766, had a precarious existence during the Revolution. In 1780 the peripatetic college opened its academic year in Millstone because its quarters at New Brunswick had been pillaged by the British and its temporary location at North Branch the previous year was unsuitable.¹⁵ In 1781 the college returned to New Brunswick and the following year Froeligh was added to the faculty as a lecturer in Hebrew with a salary of six pounds for each student tutored.

In 1783 Froeligh was elected a trustee of Queens College, which position he held until 1810. At the commencement in 1783, as president *pro tem* of the Board, he awarded the degrees to the four candidates.¹⁶ On December 17, 1783, Froeligh presided at the meeting which proposed Dr. Jacob R. Hardenbergh as president of Queens College. However, action was deferred because a dissenting element still wished to transfer the institution to the thriving academy at Hackensack and to elect the Rev. Dirck Romeyn as president.¹⁷

As early as 1784 Froeligh had some tenuous connection with the Hackensack and Schraalenburgh (Bergenfield-Dumont) neighborhood. The church records reveal marriages performed by him as pastor, one being recorded February 21 of that year.¹⁸ The reason probably is that Romeyn had left in 1784 for Schenectady, where he was instrumental in founding Union College in 1795.

It was not until September 14, 1786, that Froeligh was formally invited by the Hackensack Classis to minister to the joint congregations united under a single corporation at Hackensack and Schraalenburgh. Froeligh's installation sermon was preached by the Rev. Benjamin van der Linde of Paramus and Saddle River.¹⁹

¹⁵William H. S. Demarest, *A History of Rutgers College* (Princeton, 1924), Chapters 1 and 2.

¹⁶Rutgers University, *Alumni and Students of the Colleges for Men, 1774-1932* (New Brunswick, 1932), p. 4.

¹⁷William M. Johnson, "Washington Institute," *Year Book of the Bergen County Historical Society*, 1913.

¹⁸Records of the Reformed Dutch Churches at Hackensack and Schraalenburgh, Parts I and II, *Collections of the Holland Society of New York*, 1891, II, 57.

¹⁹Benjamin C. Taylor, *Annals of the Classis of Bergen* (New York, 1857), p. 189.

In 1786 there were two Reformed Dutch churches in Hackensack, each with its own consistory but united under one corporation. Froeligh was called to preside over the first church organized by the Rev. Peter Tcsschenmaeker in 1686. The second church, formed in 1756, was in 1786 under the spiritual guidance of the Rev. Warmoldus Kuypers. The first church at Schraalenburgh (meaning barren knoll or hill) had been organized in 1724 by the Rev. Reinhardt Erickson and the building erected in 1725 approximately 250 feet east of the present-day Old South Presbyterian Church in Bergenfield.²⁰ Elders at the first church at Schraalenburgh when Froeligh was called were Peter Bogert, William Christie, Jacob Kool, and Hendrick Kuyper (whose anglicized family name is perpetuated in beautiful Cooper's Park adjacent to the present church.²¹

The struggle of the Reformed Protestant Dutch Church for ecclesiastical independence from Holland beginning with the Rev. Theodorus J. Frelinghuysen through the conflicting Coetus and Conferentie groups until final establishment of an independent American Reformed Church is an interesting study, but there is insufficient space to discuss it here.²²

The Classis of Hackensack had been one of the hotbeds of dissention between the Coetus and Conferentie followers since the pastorates of John H. Goetschius, Antonius Curtenius, and George W. Mancius in the late 1740's and early 1750's. The Coetus or progressive party advocated independence while the Conferentie group believed in continued allegiance to the Classis at Amsterdam, Holland. It was this difference of opinion that separated the congregation of Froeligh's church and the consistory of the older Kuypers. The two religious groups also had been divided politically in the Revolution and the constitutional development of the new nation. This had left bitter scars in such a relatively small community as Hackensack which had approximately thirty homes in its immediate environs.²³ The total population of Bergen County in 1790 was only 12,601 with an esti-

²⁰Frances A. Westervelt, ed., *History of Bergen County, 1630-1923* (New York, 1923), I, 442.

²¹William S. Myers, ed., *The Story of New Jersey* (New York, 1945), II, 230.

²²Corwin, *Manual*, Chapter XI, for Coetus and Conferentie.

²³John W. Barber, *Historical Collections of the State of New Jersey* (Newark, 1852), p. 80.

mated forty per cent of the population being of Dutch origin.²⁴

With the encouragement of the Synod and the co-operation of his consistory, Froeligh made every effort to reconcile the conflicting churches. For a time Kuypers and his people refused every conciliatory overture but finally, May 25, 1790, the Articles of Union were signed and presented to the Classis and peace was achieved.²⁵ The opposing elements worshipped together with Froeligh and Kuypers alternating in the pulpit. In 1791 the two congregations even built a church in common but after five years of harmony the strife burst forth anew.²⁶

Over the entrance of the union church had been set the inscription *Een Dracht maakt Macht* ("Union Makes Strength"). When on July 10, 1795, the building was struck by lightning and the inscription-bearing stone broken in two, it was looked upon as an ominous sign. The following Sunday Froeligh preached from Jeremiah 15:19-21 on "God's Marvellous Thunder" and from then on all efforts for consolidation failed. August 11, 1795, a petition was presented to the Classis requesting a dissolution of the short-lived Articles of Union.²⁷

September 10, 1797, Kuypers died and was succeeded by the Rev. James V. C. Romeyn. His consistory invited Froeligh to officiate at the installation but he refused. Realizing the state of affairs in the religious life of the community and eager to prevent further collision, the General Synod of the Reformed Church in June, 1800, dissolved the Classis of Hackensack and created two new classes, Paramus and Bergen. Each had nine congregations, with Froeligh in the former classis and Romeyn in the latter.²⁸ But this was to prove only a temporary solution.

The year 1800 also witnessed Froeligh's active venture into politics. A Jeffersonian Democrat, Froeligh frequently voiced his political opinions in his sermons. In 1800 he was selected one of the committee of twenty-four to represent the state of New Jersey in the presidential election. He cast his vote for Thomas

²⁴Bureau of the Census, *A Century of Population Growth from the First Census of the United States to the Twelfth, 1790-1900* (Washington, 1909), p. 119.

²⁵Taylor, *Classis of Bergen*, p. 189.

²⁶Theodore B. Romeyn, *Historical Discourse on Reopening and Dedication of First Reformed (Dutch) Church* (New York, 1870), p. 69.

²⁷Taylor, *Classis of Bergen*, p. 189.

²⁸Jacob Brinckerhoff, *The History of the True Reformed Dutch Church in the United States of America* (New York, 1873), p. 19.

Jefferson, which was rather unusual, as most of the religious leaders of the day considered the deistic Jefferson as the anti-Christ.²⁹

Interesting to Bergen County educational history is that on April 15, 1800, Froeligh was elected a trustee along with James I. Demarest, Isaac Kipp, John Quackenbush, and William Westervelt to the governing board of one of the first public schools established in District Eleven in Palisades Township.³⁰ Froeligh at this time was also a trustee of the Washington Institute in Hackensack to which he had been appointed August 4, 1798, along with John Van Buren, Isaac Vanderbeck, Jr., Robert Campbell, and Nehemiah Wade.³¹

Throughout this period, Froeligh continued his connections with Queens College and the Seminary of the Dutch Reformed Church. In addition to his position on the college faculty he was appointed lector of theology for the seminary in 1792, succeeding Dr. Hermanus Meyer of Pompton Plains. Also, at the first meeting of the newly constituted General Synod in June, 1794, Froeligh served on the Educational Committee with Dirck Romeyn and Elias Van Bunschooten in an effort to solve the manifold problems of the college and seminary. In 1797 Froeligh was made full professor of didactic theology and in 1799 teacher of Hebrew to serve for the seminary at Hackensack. He received an honorarium of ten pounds for each student, and when the student could not pay, the Synod supplied the funds.³²

During his lifetime Froeligh trained approximately thirty students including his brother Moses, his own son Peter,³³ his son-

²⁹Sprague, *Annals of the American Pulpit*, IX, 71.

³⁰W. Woodford Clayton, *History of Bergen and Passaic Counties* (New York, 1882), p. 283. The school was in a two-story building on the corner of the road leading from New Milford to Closter in the general vicinity where the Old North Church now stands, in Dumont.

³¹Johnson, "Washington Institute," p. 22.

³²Corwin, *Manual*, p. 122.

³³Peter Ditmars Froeligh was baptized October 13, 1782, at Millstone; educated at Peter Wilson's Academy and received B.A. degree from Columbia College in 1799; admitted to membership in Schraalenburgh Church April 19, 1798; married Neeltje Bogert October 28, 1802; had two daughters born at New Paltz. He died February 19, 1828. Ralph le Fevre, *History of New Paltz, N.Y.* (Albany, 1909), p. 157; Records of the Reformed Dutch Church of New Paltz, N.Y., *Collections of the Holland Society of New York*, III (1896), passim; Corwin, *Manual* pp. 338-40; Herbert S. Ackerman, *Five Bogert Families* (Ridgewood, 1950), p. 610; Milton H. Thomas, Curator of Columbia, Columbia University, letter, June 10, 1954.

in-law Ralph A. Westervelt, and many others who became leaders in the fields of religion and education.³⁴ Each student was taught natural, didactic, polemic and practical theology; Biblical criticism; chronology and ecclesiastical history; form and administration of church government and pastoral duties, and the ability to read fluently the Holy Scriptures in the original languages. A sermon was prepared weekly by each student on an assigned topic. After three years the student submitted to an oral and written examination for a professorial certificate, upon which testimony he was admitted to examination for licensure before his respective classis.

The medium-height, slightly corpulent Froeligh was a man of tremendous vitality because with all his activities he was also a soul-saving proclaimer of the Gospel. Although he prepared his sermons in English, he preached in the Dutch language. In March, 1800, Froeligh preached from Psalm Seventy-Six with such inspiration that a revival began which lasted nine months, swept all northern New Jersey and the Hudson Valley, and added over two hundred souls to the Schraalenburgh congregation. By 1811 the Schraalenburgh church had increased to 117 families and 548 members while the church at Hackensack had 100 families and 459 communicant members.³⁵

Froeligh was not a preacher of lofty genius or intellectual greatness but a consecrated man of grace and prayer who followed the track of doctrinal exposition and experimental religion. He was greatly beloved by his people, his counsel was sought after, and his decisions settled with quiet justice all neighborhood matters. Of a forgiving nature, he once remarked toward the close of his life, "I have had many and bitter enemies who have tried to do me the greatest of all possible injuries in the world, but I can say from the heart, I do not feel the least ill-

³⁴A few of the students of Solomon Froeligh: George G. Brinckerhoff, Jacob Brodhead, John I. Christie, James D. Demarest, Thomas de Witt, Abraham Fort, Peter Ditmars Froeligh, Charles Hardenbergh, Andrew N. Kittle, Henry Ostrander, Jacob Sickles, Ralph A. Westervelt, James G. Brinckerhoff, James Spencer Cannon, Cornelius T. Demarest, John Demarest, George du Bois, Moses Froeligh, Stephen Z. Goetschius, J. R. H. Hasbrouck, Peter Labagh, Jacob Schoonmaker, Hermanus Vedder. (Information taken from biographical sketches of Dutch Reformed pastors as listed in *Corwin's Manual*.)

³⁵*Missionary Magazine* (New York, 1800), I, 195; Westervelt, *Hergen County*, I, 437.

will against anyone of them. I am at peace with my enemies and can forgive them all."³⁶

In those days church-going was an all-day affair. Lunches were packed early on Sunday, chairs were taken along, and the entire family piled into the wagon to arrive at the centrally-located church in time for the opening service at ten o'clock. The sermon, usually on sanctification, was long and expository, the prayers fervent and loud. There was a realization of sin and the need for the saving power of Christ. At noon the sermon closed, the members gathered under the trees and broke bread together, the horses were fed, and then at one o'clock the worshippers gathered once again for the spiritual manna according to the order of the Heidelberg Catechism. At four o'clock the afternoon service was over.

The pastor's remuneration at Schraalenburgh was provided for by the annual circulating of a paper for subscriptions, the highest contribution being ten dollars and the lowest amount one dollar. In 1817, a typical year, records reveal that Froeligh received a total of \$340.11 in cash and sixty-four loads of hard wood.³⁷ Undoubtedly there were other gifts "in kind" of varying values, such as a plump roasting chicken, to augment this rather meager income.

The beginning of Froeligh's defection in the Dutch Reformed Church has been placed in 1810 by several denominational historians. In that year the trustees of Queens College were seeking a president to head the struggling institution. Froeligh, as one of the spiritual and educational leaders of the church, was among the several candidates considered. However, John Henry Livingston was elected president and Ira Condict became vice-president. It has been claimed that Froeligh's disappointment decided him to form his own sect.³⁸ This reasoning seems completely out of character with the known humble qualities of Froeligh. Even his signature is simple and unpretentious, not common to one who placed self over service. It is a matter of record that Queens College recognized Froeligh's qualities when it honored him with a Doctor of Divinity degree in 1811.³⁹

³⁶Sprague, *Annals of the American Pulpit*, IX, 73.

³⁷J. M. van Valen, *History of Bergen County, New Jersey* (New York, 1900), p. 664.

³⁸James Spencer Cannon, *Lectures on Pastoral Theology* (New York, 1853), p. 585.

³⁹Mrs. Elizabeth R. Boyd, Curator of Rutgersensia, letter, February 18, 1954.

At the age of sixty-five, just four days before Christmas, 1816, Rachel Vanderbeck, wife of Froeligh for thirty-five years, died. She is described as a woman of exemplary virtues.⁴⁰ Froeligh's lonesomeness, following her death, was partly filled by the ever-increasing number of his grandchildren.⁴¹

As Froeligh grew older he became increasingly dogmatic and began to have doctrinal disputes with the classis over what we would call modernism versus fundamentalism. He accused the classis of being Hopkinsian or too mildly Calvinistic. The temporary peace which had been established in 1800 by the organizing of the two separate classes of Bergen and Paramus had suffered an early setback when the two churches at Schraalenburgh were rebuilt, the one now known as the Old South in Bergenfield and the Old North in present-day Dumont. Conditions further deteriorated when Froeligh in 1818 accepted into his church two persons not officially relieved from Romeyn's congregation. Charges of being disorderly and unconstitutional were leveled against Froeligh, thus widening the breach.⁴²

He continued to receive suspended members of Romeyn's joint congregations, and accusations were hurled from both sides. It has even been said that families were split over the issues, by the stiff-necked Dutch who took their religion seriously.⁴³ Finally, in October, 1822, after meetings held at several homes, and soul-searching days and nights spent in fasting and prayer, Froeligh felt led to secede from the established church. On Tuesday, October 22, 1822, Dr. Solomon Froeligh with the Revs. Abram Brokaw, Sylvanus Palmer, John C. Toll, and Henry V. Wyckoff,

⁴⁰Tombstone in Old South Presbyterian Church cemetery, Bergenfield, New Jersey. "In the affections of the virtuous she still lives. In the consciences of the vicious she has left an honorable testimony. Her life was an ornament, her death a triumph." (Epitaph.)

⁴¹His son Peter had married Neeltje Bogert; Solomon married Elizabeth Van Saun; Isaac, Helena Brinckerhoff; Henry, Charity Banta; Jacob, Catharine Nellis; Hannah, Ralph A. Westervelt; Sarie, Peter Degroot Banta; Rachel, Daniel P. Christie; Susan, John S. Townsend; and Annaatje married Nathaniel Nicoll. For genealogical data on Froeligh's descendants, see the following: *Archives of the State of New Jersey*, First Series, Volume XXII (Marriage Records, 1665-1800), p. 531; Hackensack and Schraalenburgh church records, Holland Society of New York *Collections*, 1891; Edward H. Nicoll, *Descendants of John Nicoll* (1894); Walter T. Westervelt, *Genealogy of the Westervelt Family* (New York, 1905); Theodore M. Banta, *A Frisian Family: The Banta Genealogy* (New York, 1893); Frances A. Westervelt, *Bergen County . . . Marriage Records* (New York, 1929).

⁴²Romeyn, *Historical Discourse*, p. 82.

⁴³William Nelson, *Some Jersey Dutch Genealogy* (Paterson, 1912), p. 14.

along with eleven elders and nine deacons representing seven congregations, organized the True Reformed Dutch Church in the United States of America.⁴⁴

The reasons advanced by Froeligh and his followers for seceding from the old denomination were its laxness in disciplining offending members, indiscriminate abuse of sealing ordinances, toleration of Hopkinsianism, and Arminian teachings on the Atonement.⁴⁵ Froeligh maintained he did not secede from but remained the orthodox Reformed Dutch Church, adopting all the doctrines and standards established and ratified in the Synod of Dort in 1618. Froeligh was suspended immediately from his faculty positions with the Reformed Dutch Church. Law suits were instigated over the property of his consistory but as the land had come from those who joined the so-called seceders, this legal action was fruitless.⁴⁶

A classis of the new denomination was formed in a meeting at Danube, New York, on July 15, 1823. The following year at Watervliet, New York, a general synod was organized with Froeligh as president. Later two classes were formed, that of Hackensack in New Jersey, and Union in Central New York State. By April 21, 1825, this schismatic group had increased to twelve ministers embracing twenty congregations.⁴⁷ The first ministerial candidate licensed by the General Synod was Stephen Z. Goetschius, grandson of John Henry Goetschius, Froeligh's former preceptor in theology.⁴⁸ By 1826 the True Reformed Dutch Church had increased to twenty-six churches, and later the magazine, *The Banner of Truth*, was established at Hackensack in a further effort to secure adherents to the movement.⁴⁹

By this time, however, Froeligh was an old man weighted down by more than the Biblical three score and ten years, burdened with the souls of his people, and worn out by years of traveling by horseback and wagon over the rough roads in New

⁴⁴Brinckerhoff, *True Reformed Dutch Church*, p. 31.

⁴⁵Solomon Froeligh, *Reason Assigned by a Number of Ministers, Elders, and Deacons for Declaring Themselves the True Reformed Dutch Church in the United States of America* (Hackensack, 1822).

⁴⁶Romeyn, *Historical Discourse*, p. 85.

⁴⁷*The New Schaff-Herzog Encyclopedia of Religious Knowledge* (New York, 1911), IX, 433, for article on the True Reformed Dutch Church.

⁴⁸Brinckerhoff, *True Reformed Dutch Church*, p. 43.

Jersey and New York, preaching and attending synodical activities. When it was suggested that he rest from his labors, Froeligh replied he would rather "wear out than rust away."⁵⁰ He preached his last sermon at Schraalenburgh August 5, 1827, from Revelations 3:21, thus intimating his impending death.⁵¹ At two o'clock Monday afternoon on October 8, 1827, at the age of seventy-seven, Solomon Froeligh "walked with God."⁵² His successor at Schraalenburgh was the Rev. Cornelius J. Blauvelt who introduced English service and who served until 1852. The Rev. Christian Z. Paulison served as successor to Froeligh at the Secession Church in Hackensack.⁵³

The leadership of the True Dutch Reformed Church passed to Cornelius T. Demarest, a former student of Froeligh's in 1807 and later his most ardent disciple. By 1830 the True Reformed Dutch Church had ten ministers and thirty congregations.⁵⁴ But without the guiding spirituality of Froeligh the movement began to lose momentum. As the original ministers retired or died, there were fewer to take their places. By 1860 the congregations had decreased to sixteen, with a proportionate loss in membership.⁵⁵

Several of the congregations rejoined the Reformed Church and others went into the Presbyterian Church, similarly Calvinistic in doctrine. In 1890 the feeble remnant, consisting of only thirteen congregations of 505 scattered families and 2,000 members, united with the Christian Reformed Church in North America, which had been formed in Michigan in 1857 by the Reverend K. Vanderbosch, leader of another dissatisfied element of the Reformed Dutch Church.⁵⁶ However, the majority of the congregation of the Old English Neighborhood Church (Leonida and Ridgfield Park), of which Peter Froeligh had been pastor,

⁴⁹Henry Beets, "Historical Sketch of the Christian Reformed Church," *Journal of the Presbyterian Historical Society*, IV (1907-08), 10-14.

⁵⁰Demarest, *Lamentations*, p. 27.

⁵¹*Christian Intelligencer*, March 31, 1859, and October 19, 1865.

⁵²Obituary notice in *New York Enquirer*, October 11, 1827.

⁵³D. D. Read, ed., *History of Hackensack* (Hackensack, 1898), p. 45.

⁵⁴Brinckerhoff, *True Reformed Dutch Church*, p. 44.

⁵⁵*Schaff-Herzog Encyclopedia*, IX, 433.

⁵⁶Henry Beets, *The Christian Reformed Church* (Grand Rapids, 1918), p. 327.

joined the newly organized Presbyterian Church on February 1, 1899. Solomon Froeligh's Old South Church in Schraalenburgh became the Old South Presbyterian Church on May 6, 1913.

And so an interesting episode in American church history, centered in Bergen County, was brought to a close. In the cemetery of the Old South Presbyterian Church in Bergenfield stands an almost forgotten tombstone on which is inscribed: "Solomon Froeligh . . . A Faithful Servant of Jesus Christ. In Labours abundant, in Success great. And mighty only through God. The World was his Enemy, Saints his Friends."⁵⁷

⁵⁷Tombstone in Old South Presbyterian Church cemetery, Bergenfield, New Jersey.

SMALL & SUNDRY

Jersey-made automobiles

Few persons realize that, since the invention of motor cars, over two thousand different makes of automobiles have been produced in the United States. (Eighteen survive today.) Fewer still know that some fifty-five of these were once manufactured in New Jersey. Now, of course, all fifty-five are extinct species.

Below is a list of the makes formerly produced in New Jersey, extracted from the appendix of Floyd Clymer's *Motor History of America* (1937) by Howard W. Wiseman, assistant to the Society's director. Each name is followed (where such details are known) by that of the manufacturing company, the location, and the production dates. The asterisk (*) indicates that information and photos can be found also in Clymer's *Scrap Books*.

American Beauty and *American Standard Six*. American Motors Corporation, Plainfield, 1916-25.

Argonne. Jersey City Machine Company, Argonne Motor Company, Jersey City, 1919.

Automobile Voiturette. Automobile Company of America, Marion (now in Jersey City), 1900-02.

Bournonville. Bournonville Motors Company, Hoboken, 1914.

Brown. Brown Cyclecar Company, Asbury Park, 1914.

Browniecar. Omar Motor Company, Newark, 1909.

Canda. Canda Brothers Manufacturing Company, Carteret, 1901.

Correja. Elizabeth, 1911-13, Iselin, 1914.

Corweg. Corweg Shuttle Valve Motors Company, Atlantic City.

Crane. Crane Motor Car Company, Bayonne, 1912-14.

Crane-Simplex. Simplex Automobile Company, New Brunswick, 1918.

Delling (steamer). Delling Motors Company, West Collingwood, 1924-27.

Eagle. Eagle Automobile Company, Rahway, 1906.

Fergus. Fergus Motors Company of America, Newark, 1920-23.

Fischer. Fischer Motor Vehicle Company, Hoboken, 1902-04.

Frontmobile. Camden Motors Corporation, Camden, also Safety Motor Company.

Gadabout. Gadabout Motor Corporation, Newark, 1915.

Gasmobile.* Automobile Company of America, Marion (now Jersey City), 1901-03.

Gibson. C. D. P. Gibson, Jersey City, 1899.

Hall. Hall Motor Carriage Company, Dover, 1902.

Harrigan. Harrigan Motor Corporation, Jersey City, 1922.

Hasbrouck. Hasbrouck Motor Company, Newark, 1900.

Holland. Holland Automobile Company, Jersey City, 1905.

Holly. Mount Holly.

Kelsey.* Kelsey Motor Company, Newark and Belleville, 1921-24.

Kent. Kent Motors Corporation, Belleville, 1917.

Koehler. H. J. Koehler Company, Newark, 1911-14.

Lescina. Lescina Automobile Company, Newark, 1916.

Mackle-Thompson. Elizabeth, 1903.

Mathews. Mathews Motor Company, Camden, 1907-08.

*Mercer.** Mercer Automobile Company, Trenton, 1910-25.

*Mora.** Mora Motor Car Company, Newark, 1906-09.

Murray. Newark.

Newark.

Otto-Mobile. Holly Motor Company, Mount Holly, 1911-12.

Peters. Trenton, 1921-22.

Phianna. Phianna Motor Company, Newark, 1917.

Prescott (steamer). Prescott Automobile Manufacturing Company, Passaic, 1900-05.

Quick. Quick Manufacturing Company, Newark, 1900, Hiram M. Quick, Paterson, 1899.

Red Bug. Automotive Standards, Incorporated, Newark, 1928.

*Richlieu.** Richlieu Motor Car Corporation, Asbury Park, 1922.

Riker (electric).* Riker Electric Motor Company, Elizabeth, 1899.

Roebbling. Trenton.

Rotary. Bournonville Motors Company, Hoboken, 1922.

*S.G.V.** S. G. V. Company, Newark, 1916.

*Sharp-Arrow.** Sharp-Arrow Automobiles, Trenton, 1908-09.

*Simplex.** Simplex Automobile Company, New Brunswick, 1907-18.

*Standard.** Standard Motor Construction Company, Jersey City, 1904-05.

Sterling. Automobile Manufacturing Company, Paterson, 1915.

Storek (or *Storch?*). Red Bank, 1902.

Torbensen. Torbensen Gear Company, Bloomfield, 1902-08.

Twombly. Twombly Motors Company, Nutley, 1914.

Ultimate. Vreeland Motor Company, Incorporated, Newark, 1922.

United States Long Distance. United States Long Distance Automobile Company, Jersey City, 1900-04.

Walter. Walter Automobile Company, Trenton, 1902-09.

New Jersey iron mines (1865)

"The ancient iron district of northwestern New Jersey pursues the tenor of its way with its customary steady activity, though it is probable that the ore product of 1865 will fall short of that of 1864.

"Along the range of metamorphic rocks, which continue both into Pennsylvania and New York, veins and beds of both magnetic and specular ores have been worked for more than a century, with occasional interruptions. New veins of value are occasionally struck upon, but as a general rule, the oldest worked are the richest. The ores supply the important works of Boonton, Dover, Ringwood, Philipsburg and Rockaway, and also many of the furnaces of Lehigh valley, Pennsylvania. Frequently the richer but more difficult New Jersey ores are combined in the reduction with the poorer, but more easily worked Pennsylvania hematites. The veins follow the general inclination of the mountains, running from northeast to southwest. They are

sometimes much broken by 'faults,' and split by intervening rocks—'horses.' Towards the southwest, the veins come nearer to the surface than in the opposite direction. The earthy red oxide is apt to be near the surface, associated with mica. We will notice briefly some of the mines in this section:

"Three miles northward from Rockaway is the Beach Glen mine, the property of the Boonton Co. There are two veins on the tract, which has been worked for a few years; one section is mined by means of a tunnel and railway, the other by a shaft and whim; length of tunnel 60 yards, depth of shaft 30 feet; number of workmen 15; monthly production 500 tons. The mineral is about a 40 per cent. ore.

"A mile distant from the Beach Glen mine occurs the Hibernia vein, worked on leases by the Trenton and Glendon Iron companies for a royalty of 50 per cent. of the ore.

"The Hibernia vein is from two to ten feet in thickness, with a dip of from forty to fifty degrees to the southeast. It is probably the largest continuous vein (uninterrupted by faults) in this section.

"The walls on both sides of the vein are generally quite smooth. 'Horses' frequently part the veins in two and are found to run many rods in length; at times almost closing up the vein. Occasionally along the foot-wall occurs a thin stratum of sandy and clayey rock called 'slab,' which dissolves under the action of the atmosphere and water. This rock is unlike any other to be found in these mountains.

The walls are supported by pillars of ore or timber.

"The length of the vein on the Trenton Iron Company's premises at Hibernia is fully a quarter of a mile, the highest point being fully 200 feet above the valley.

"The entrance to the adit of this company's mine is at the height of 100 feet. Along this tunnel a railroad has been laid for 175 yards, to the point where operations are now going forward. About 40 men are employed at present. The quantity of ore raised in 1864 was about 15,000 tons; the present year's product will come nearly up to the same figures. The water at this working discharges through the tunnel.

"Northward is the leasehold of the Glendon Iron Co., whose works are a short distance above Easton, Pa. Length of vein on this property three-eighths of a mile. The number of men employed here is about 125; last year, about 150, when the quantity of ore raised amounted to nearly 20,000 tons. Portions of this vein will give 70 per cent of metal, and the average will probably amount to 60 per cent. The depth to which shafts have been sunk and operations carried on is nearly 150 feet. The water has to be pumped out by a powerful steam engine.

"The Lackawana Iron and Coal Company own and work the Mount Hope veins, northwest of Rockaway. Here the section that is worked is nearly a mile in length. There are about a dozen shafts in all, the deepest being 150 feet. A tunnel, 900 feet long, has been run under the hill, and has an outlet

on the opposite side. At three of the shafts, two of which are situated at full 1,000 feet apart, the engines are driven by steam from boilers at the centre one.

"The veins at Mount Hope are four or five in number, the principal being nearly 30 feet thick along the greater part of its course. Some of the others are from 2 to 6 feet; one runs out in a 'string' from the general course, and then forms a large bed. No bottom to any of these veins has yet been discovered, though in places they are found to narrow to mere streaks of a few inches in thickness. The ore yields from 50 to 70 per cent of metal, with an average of more than 60 in the furnace or 40 in the forge. The number of men employed is about 350.

"The quantity of ore taken out here the last fiscal year amounted to 58,570 tons, of which 7,260 tons were mined in June, being the last month of that term. At present, fully 250 tons are shipped daily to the canal at Rockaway, where 20,000 tons lie heaped up. No other mine in Morris county equals this. The company run four or five trains, of twelve cars each, every day.

"The ore is sent by canal and railroad to Scranton, Pennsylvania, a distance of 125 miles, where it is mixed with hematite and converted into bar iron.

"Besides the Mount Hope, the company are working the Tebo, the Taylor, and the Brannin mines, situated on the same veins.

"On the opposite slope is the Richard mine, owned and operated

by the Thomas Iron Company, of Pennsylvania, whose works are above Easton. Four openings have been made on a range of about a quarter of a mile. Greatest depth reached, 350 feet, or fully 175 in perpendicular depth. One steam engine has geared to it the requisite apparatus for pumping four shafts, some hundred yards apart, and in different directions. At present between 70 and 80 men are at work, who take out from 18,000 to 20,000 tons per annum. Four veins are worked here, the principal being eighteen or twenty feet thick. The ore is free from sulphur. The Baker mine is also on part of the same veins, and belongs to a Mr. Lewis, of Allentown, Penn., whither the ore is transported. Nothing is doing at this place now. The mine was opened last year, and yielded perhaps 1,000 tons in all.

"The Allen mine adjoins the Richard, and belongs to the Trenton Iron Company; depth, 130 feet; raised last year about 4,500 tons, and at present is yielding 400 tons per month, with a force of 15 men. The Dell mine, situated at some distance, belonging to the same interest, employed about 50 men last year, who raised about 8,000 tons; ore of a rather poor quality; nothing now doing there. The Rosedell mine is also idle; last year it raised between 5,000 and 6,000 tons, employing 40 men. A Hurd mine (also idle) yielded 2,000 tons last year, employing 8 or 10 men. All these belong to the Trenton Iron Company.

"The Hoff mine, owned by Mr. Hoff, usually employs four or five

men. Last year took out nearly 2,000 tons. The Lindley and Langdon adjoins this, but is now idle; produced in 1864 about 1,000 tons, which was sold to different interests on the ground.

"The Mount Pleasant mine belongs to Fuller, Lord & Co., of Boonton, as do also the Orchard and Swede mines. The shafts at Mount Pleasant are two in number, the deeper one being 300 feet down, or 150 feet perpendicular. The vein is a continuation of that at Mount Hope, distant two or three miles. The engine is 75 horse power; at present 50 men are at work, taking out about 500 tons per month, the product being somewhat on the increase. The product of this mine is conveyed by railroad, which touches the canal at Port Oram, two miles west of Dover.

"The Orchard mine employs about 25 men, who raise 400 tons a month, or fully 5,000 tons in 1864. A branch railway connects this mine with Mount Pleasant and the canal. One of these mines is pumped by a water-wheel at the distance of a mile, the connection being made by an iron bar, which is supported by pendulums hanging from upright poles. By means of cranks it describes angles, as well as works in straight lines.

"The Swede mine is on an entirely different vein from any of these; and is not known to have a connection with any other which is worked. The ore is rich. The mine is situated close by the Morris Canal, about a mile and a half below Dover. It is also owned and operated by Messrs. Fuller, Lord

& Co., who employ 26 men. Quantity of ore taken out, about 350 tons per month; a rate which has undergone little alteration for a long period. Its depth is nearly 200 feet perpendicularly.

"Southwest of the forenamed mines, about one eighth of a mile from Port Oram and on the same range, are another series of mines, the first of these known as the Irondale mines, which comprise the Harvey, the North River, the Hubbard, the Sterling, the Spring, the Corwin and the Jackson Hill—the last-named, however, in a different range. The length of the property is a mile and a quarter, with three distinct veins running through it. The deepest extends 300 feet by the natural slope, and there is no appearance as yet of any bottom or of the ore thinning out.

"This property belongs to the Sussex Iron Company. The ore is raised and sold to different interests on the ground. A good article now sells for about \$5.50 per ton at the pit or on the canal. The number of men employed is about 70, a decrease of nearly 30, as compared with the highest number of last year. The quantity of ore taken out in 1864 was 25,000 tons.

"The Randall Hill mine is next in order. It belongs to the Lehigh Crane Iron Company of Pennsylvania. About 25 men are now employed, who get 350 or 400 tons per month. Depth of the slope, 350 feet.

"The Byram mine is owned by the Dover (N.J.) Iron Company. The property comprises 135 acres. The mine was formerly worked by

Mr. Byram, who followed the main vein down to a depth of 550 feet, when he had to give up for lack of power. For some years the mine lay idle, but a few months since operations were resumed by the present company.

"This mine extends along the summit of the mountain, where it is nearly level, and quite smooth. The number of veins already discovered (in places) is seven, which are of various thickness, from one to sixteen feet. The main vein averages, it is believed, twelve feet in thickness by one thousand in length, snapped off here and there by dislocations. One of these, which can be observed from above ground, is twenty-five feet out of line, breaking off as squarely as if it had been cut with an instrument. Two other veins have been regularly opened, one is eight feet thick.

"The Evers mine is owned by a person of that name, who has leased about forty acres to the Montauk Iron and Steel Company. During a strike last April, work stopped. Little ore has been taken out, the men (about twenty-five in all) having been engaged in sinking shafts and making other preparations last year, when the mine was opened.

"The noted Dickerson mine was discovered nearly a century and a half ago. It has been worked, more or less, for above one hundred years. The mine is situated in a ravine, on the western slope of the hill, and is 350 feet deep, perpendicularly, counting the depth to which the

hill has been sunk above the present mouth of the shafts. The ore obtained from the Dickerson yields from sixty to sixty-five per cent of metal. The number of men employed is about seventy-five. The quantity of ore taken out averages one thousand tons a month, which is quite up to the standard of last year. This vein is not known to be connected with any other.

"Included in these figures are those of the King, No. 1, and the Brotherton mines, both of which, with the Dickerson, are rented and worked by the Allentown Iron Company. The ore is conveyed by canal to Allentown, Pa. The Dickerson engines supply power to the other mines.

"The Logan mine employs about fifteen men, searching for ore. It belongs to the Bethlehem Iron Company, of Pennsylvania. The quantity taken out has not exceeded ten tons per week for some time. This terminates the series of mines beginning at Hibernia and Mount Hope, on the northeast, a distance of not more than ten miles. Further to the southwest the veins have not been explored. The range of mineral hills known as Schooley's mountains afford iron ore whose value is depreciated by the presence of sulphur. Most of the mines are now idle. Hilt's mine has raised an average of 350 tons per month, and Solomon mine nearly the same quantity."—*American Exchange and Review*, VIII "1865," 1925-28.

ANTIQUER'S ATTIC

MARGARET E. WHITE

MUCH could be written about New Jersey artists, born and bred. We feel that those painters from "outside" who appreciated the beauties of our state and left their records for posterity, are quite as deserving of our attention. The following article was written by William H. Gerdtz, Jr., of the Department of Paintings and Sculpture at the Newark Museum. Mr. Gerdtz received his Master of Arts degree at Harvard University. His article, "The Sword of Sorrow," appeared in the *Art Quarterly*, Autumn, 1954.

VISITING ARTISTS IN NEW JERSEY

The story of painting in New Jersey is a long and interesting one, spanning the period from the early 1700's to the present, and including such illustrious practitioners as Asher B. Durand and John Marin. The art of painting, of course, followed the path of civilization in America. Our first artists were portraitists, catering to the demand of the well-to-do American colonist who wished to preserve his likeness and that of the members of his family for posterity. Such artists came naturally to the larger settlements. They brought with them from England and the continent the traditions of their art, and many of them came for the very reason that they could become "large frogs in small puddles," finding the competition in painting at home—and English painting *was* primarily an art of portraiture—too keen.

These men therefore painted very much like their brethren across the seas. While several artists of the

eighteenth century in America were born in the Colonies, John Singleton Copley being the most notable, the majority of early "American" painters were of foreign origin, and many remained in the Colonies only a short while, returning to their respective lands of their birth after having, apparently, exhausted the possibilities for commissions here. Some, however, remained in this country. One such painter, long thought to be the earliest professional artist in America, was John Watson, who settled in Perth Amboy. Born in 1685 in Scotland, he must have come to New Jersey very early, for we have record of him here in 1714. The reason for his choice of settlement is not known, but the Presbyterian sympathies of the colony were undoubtedly favorable to his own religious background, and Perth Amboy was a busy city, important in its own right as one of the two New Jersey capitals and a thriving port besides. In addition, New York was

convenient enough for Watson to conduct business there, and his account book shows that he painted at least ten portraits in that city in 1726.

We do not know whether Watson intended from the first to remain in New Jersey or whether, like many of his British contemporaries, he expected to move from place to place, gathering portrait commissions in each town. Records indicate that once settled in Perth Amboy, Watson remained there, except for a journey back to Scotland to claim an inheritance in 1730, and frequent trips to New York. Perth Amboy must have pleased him, for on his second return from Scotland, he persuaded his niece and nephew to accompany him. Certainly the city did not offer Watson the career of a full-time portraitist, for though he is always referred to as a "limner" in surviving documents, he frequently indulged in business, money-lending and real estate in his adopted city, where he died in 1768. There remain about two dozen portraits and portrait drawings by Watson. Included among his sitters was William Burnet, governor of New York and New Jersey until 1728 when he assumed the governorship of New York, and David Lyell, a prominent silversmith of Perth Amboy.

Perth Amboy retained its fame in the annals of American art, for it was the birthplace of William Dunlap, famed both as a painter and as the author of *The History of the Arts of Design in the United*

States, an invaluable chronicle on early American artists.

As both New Jersey and the neighboring states grew in population, and as transportation facilities became more convenient, many painters were attracted to other parts of the state for long or short periods. One of the most interesting of these painters is George Henry Durrie. Born in 1820 in New Haven, Durrie spent nearly all his life in Connecticut, and died in the city of his birth in 1863. He is generally accounted one of the Hudson River School, but his landscapes have a distinctive quality insofar as the majority of them, and the most characteristic, are winter scenes, with emphasis on snow, bare trees and winter activities, setting him quite apart from his contemporary landscapists with their predilection for sunlight and lush foliage.

Many of the nineteenth-century landscapists in America found that the patronage of this relatively new art was not sufficient for a comfortable livelihood, and such artists turned to the tried and true field of portraiture, where they could be more assured of commissions. Even so relatively important a landscapist as Jersey-born Asher B. Durand painted a number of portraits, and Durrie was no exception. Durrie studied with the painter Nathaniel Jocelyn, the most important portraitist in New Haven, and in fact, his early years were spent mostly at portraiture. Among his best portraits are those painted in the years 1840 to 1842 in Freehold and Key-

port, New Jersey, under the patronage of Judge Lawrence. The Monmouth County Historical Association possesses an interesting series of portraits by Durrie. Those dated 1840 (he arrived in Freehold in November of that year) are quite stiff and wooden, with almost primitive touches. In 1841 Durrie continued painting portraits in New Jersey, and in that year married a young lady whom he had previously met in Bethany, Connecticut. His portraits of 1842 differ from the slightly earlier ones; the three portraits at the Association of Tunis V. Conover, his wife, and his son William, are all quite meticulously painted but excellently characterized and nicely modeled. Durrie's account book lists a great many portraits painted in New Jersey at what were even then very low prices, and it is not surprising that he took on odd jobs in the art line to supplement his income. In this same year, 1842, Durrie returned to Connecticut where he remained until his death, although he returned to New Jersey for a time in 1844 and traveled to Petersburg, Virginia, to paint portraits, in 1846. It is a pity that he began painting his typical winter scenes only in 1844, since it would undoubtedly be interesting to have his pictorial account of a New Jersey winter.

Durrie may have spent his short time in New Jersey in painting only portraits, but other landscapists found the Jersey scene good hunting ground for pictorial views of high charm. Many of America's early landscapists resided at one

time or another in this state. Thomas Birch was one of the earliest of these, and Asher B. Durand was probably the most famous. Durand was born in Jefferson Village, now included in Maplewood, but he seems to have found most of his inspiration in New York State. Indeed, it was the common devotion to the scenery around the great New York river that earned these nineteenth century landscapists the appellation of "Hudson River School." They also had a stylistic approach which they shared, but most of the members of this group were quite independent and there was certainly no real organization among them though many were close friends. New York was their favorite stamping ground and the whole Northeast had attractions for them.

The growing interest among American collectors — particularly a few men who seemed to have had the conscious aim of encouraging the field of American art — led to the appearance of large numbers of painters of landscape. One of these was David Johnson, who painted in 1850 the "Old Mill, West Milford, New Jersey," now owned by the Brooklyn Museum. Little more is known of this artist than that he studied with the far better known landscapist, Jasper Cropsey, and that he spent most of his career in New York, exhibiting with the National Academy of Design and the American Art Union paintings of landscapes done in New York and New Jersey.

The Old Mill of Johnson's paint-

ing was a favored spot for artists of this period. West Milford, a small township in Passaic County, had been formed from Pompton in 1834, and, still sparsely populated at this time, offered all the essentials for the Hudson River School. This group devoted themselves to an accurate transcription of the landscape before them. They painted every unit within their view with as much literalness and precision as possible, sacrificing a feeling of total unity for a multiplicity of minute detail. They delighted in the casual and the "homey." The irregularity of the boards of the building, the stray pieces of lumber and the general wildness of the countryside in Johnson's picture, are all part of the Hudson River School approach. These artists were not interested in the spectacular. There is an intimacy in their work, whether brought on by the warmth of sunlight, the familiarity of the landscape, or details of fenceposts and man-made structures. For such an approach, the New Jersey scene was obviously well suited, situated as it was near large centers, yet with relatively large areas of "tamed" but almost uninhabited landscape, such as Johnson ably depicts.

Since most of these artists lived in or near New York, it was usually to North Jersey that they came. One of their number, Worthington Whittredge (1820-1910), settled permanently in Summit for the last thirty years of his life.

Martin Johnson Heade is an artist of quite a different nature, whose "Jersey Meadows" in the

collection of the Newark Museum shows him at home in a landscape far removed from that of his contemporaries. Heade was born in Bucks County, Pennsylvania. After studying there with the portraitist, Thomas Hicks, he traveled widely throughout the Eastern states (he lived in Trenton about 1847), then visited Italy, and painted at the court of Dom Pedro II of Brazil, from which country originated his magnificent series of paintings of tropical birds and flowers. Equally characteristic of the artist are his landscapes of New Jersey and of New England. In these Heade has taken the bare facts of nature and by emphasizing flat areas, widening the perspective and heightening the color tones, sometimes creates a mood of gloom and impending disaster. Sometimes, as here, he evokes a feeling of peaceful serenity.

The last painters we have considered were landscapists who visited New Jersey to paint her landscape. Thomas Moran is a landscape artist of a later generation who, living in Newark, created canvases out of his imagination. Moran was born in Bolton, England, in 1837 and came to Philadelphia at the age of seven. In 1862 he went abroad where he studied the works of J. M. W. Turner, whose influence remained with Moran all his life. Among many of the second generation of American landscapists who were not satisfied with the intimacy of the eastern landscape, Thomas Moran, along with Albert Bierstadt and Frederick Church, was an artist of the "Wonders of Nature" school, who traveled to

the American Far West, to South America and to the Mediterranean, searching out the magnificent and the spectacular. His most famous works are his Western views, but the influence of Turner is more evident in his harbor scenes, particularly in such a one as the "Sunset, Venice" in the Newark Museum. Moran resided in Newark for ten years, at one point illustrating a history of this city. While many of his paintings of distant places were painted on the spot, others

were memory invocations created at his home in New Jersey, and subsequently on Long Island.

It may be seen from this short account that New Jersey has often been the inspiration of many visiting artists. Our list is far from complete and one could cite other painters, such as the fine portraitist Henry Inman and the well-known landscapist George Inness, who were indebted to New Jersey.—
WILLIAM H. GERDTS, JR., Newark Museum.

DIRECTOR'S DIARY

ALEXANDER J. WALL, JR.

If you had asked him, on that 13th day of October, 1875, the young man you paused to address on Broad Street would probably have told you that the year had been pretty much an average one, as far as Newark was concerned. Except for an exciting city election held the previous day, when Henry J. Yates had been elected to succeed Nehemiah Perry as mayor, there were no great changes in the city. Business had not been too good, for the 120,000 population were still feeling the effects of the nation-wide panic of 1873 and if one had a job one could be thankful for the comforts it brought.

Although our friend would not have realized it, creature comforts were not great by modern standards. Probably not more than one in ten families was using city piped water. Gas light provided illumination, but oil lamps were by no means discarded in most homes. The large kitchen, with its wood-and-coal-burning range, was still the heart of the home, with a parlor stove and a few fireplaces supplying little or no heat for the bedrooms above. Saturday night was bath night for most people, when the tin bath tub was filled and used in the kitchen. And only recently had the advantages of a zinc-lined chest been discovered as a means of holding ice and preserving food.

Many years later, in retrospect, our friend would have decided that there had been, after all, an outstanding event on that October 13th. For it was on that day that the Prudential Insurance Company was founded, then known as the Prudential Friendly Society, with

a three-room office located in the basement of the National State Bank building on Broad Street, for the purpose of providing low-cost life insurance for the breadwinner of a working man's family. This was indeed a novel idea for America and was the introduction of industrial insurance in this country. It somehow made the poorhouse seem a little more remote.

Eighty years have passed, and within the next month the New Jersey Historical Society, with the co-operation of the Prudential, plans to mark this anniversary with the opening of a special exhibition on "The American Family of 1875." At this writing the opening date has not yet been set, but despite many months of thought, careful preparation and hard work, it has still been fun. This exhibition, you see, has included the construction and furnishing of a section of a kitchen, sitting room and bed room of the period. I am sure it will interest you to see the simple

convenience of the black iron kitchen sink with pump, and the unusual character of the cooking range; the strange conception of good taste in interior decoration of the sitting room, and the overpowering quality of the design in the Eastlake bedroom furniture. But perhaps it will do more than amuse; we hope that, having seen it, you will leave with a little better understanding of the family life of the period. In addition to the rooms, we hope to show something of the costumes, accessories, reading matter, toys and games, sports, home amusements, city views, and even social conditions of the period.

While we are speaking of future events, I think I ought to mention that the date for the fifth annual New Jersey Historical Conference, to be held this year at Freehold with the co-operation of the Monmouth County Historical Association, has been set for Saturday, May 21. More about the conference will appear in the April issue of the PROCEEDINGS.

Looking back over the past three months, we recall a number of activities which should be mentioned. Our annual meeting was held on Wednesday, October 27, when, following the traditional business meeting and luncheon, Bruce Catton, editor of the new *American Heritage* magazine and winner of the Pulitzer Prize for his *A Stillness at Appomattox*, spoke on "Our Heritage as Americans." An important step was taken at the morning business meeting when the members present voted to approve amendments to the Society's charter and

by-laws to provide for enlarging the Board of Trustees and for the appointment of an executive committee. Under the charter amendment, which has now been filed with the Secretary of State, the Board of Trustees may consist of as many as fifty members. The by-laws amendment currently limits this number to thirty-six, the Board to meet three times yearly, and provides for the interim management of the Society to be placed in the hands of the smaller executive committee, which will meet more often. Three new members were elected to the Board to replace Elmer T. Hutchinson, deceased, Peter H. B. Frelinghuysen, Jr., and William A. Ellis, the latter two having resigned. They are Lloyd M. Felmly, Judge John O. Bigelow, and Mrs. W. Clark Symington. The other members who were elected to succeed themselves at the annual meeting are Hiram E. Deats, Damon G. Douglas, Guy L. Fake, John W. Griggs, Howard L. Hughes, and Dr. William R. Ward.

The opening of a special exhibition of "Mementoes of American Political Campaigns" also took place at the annual meeting. The exhibition was lent by Mrs. Damon G. Douglas and was composed of several hundred more unusual items associated with presidential campaigns from Buchanan to Eisenhower. It attracted wide attention and was continued through December first.

There were other exhibitions presented during the fall. On October 2 Theodore Bolton spoke on "John

Watson, Early American Artist" at the opening of an exhibition of the Society's fifteen Watson plumbagos which comprise the largest single collection in existence. Another appropriate exhibition opening in December and currently being shown until the end of January is "Showroom Masterpieces of Yesteryear," a collection of advertisements, hub caps and pictures of automobiles which are no longer made. The Reo, Franklin, Peerless, Overland, Willys Knight, Cord, Maxwell, Graham-Paige, Stutz, LaSalle, Locomobile, and many lesser known makes are represented, all from the private collection of Howard W. Wiseman. Early in November a small exhibit of architectural drawings of the State House by John Notman in 1845, and of interior photographs of Newark houses of the late nineteenth century was installed for a meeting of the Society of Architectural Historians who met in Newark on November 4 and visited the Society for a buffet dinner. Also on view for the Historians was a selection of the drawings of Robert Fulton, of which the Society has five portfolios relating to the submarine and the torpedo. The Society was one of three sponsors for the architectural group, which met earlier at the Newark Museum to inspect the Ballantine house and later visited the Newark Public Library to see an exhibition of drawings of Dutch houses in New Jersey by Herbert Fisher and to hear addresses by Mr. Fisher and Miss Marian Card.

The Railroadians of America are once more actively engaged at the

Society, reinstalling the transportation galleries. Every Saturday a group is on hand, constructing and painting wall panels, reframing, matting and installing exhibition cases. An opening date has not yet been decided upon, but the enthusiasm shown for the collection during the past few years by its many visitors is assurance that when it is completed it will form a welcome addition to our enlarging museum.

During the four Saturdays in November, the Society presented a Fall Film Festival of motion pictures on events in American history. It was well received and we are planning another series for January, when the following films on The American Scene will be shown: January 8, "The Home Place" and "County Agent," two pictures on rural America; January 15, "Fashion Means Business" and "Northwest U.S.A."; January 22, "The American Cop" and "Big House," problems concerning law and order; and January 29, "Men of Medicine," "Portrait of a Library," featuring the operations of the Montclair Public Library, and "Public Opinion," which describes the national public opinion polls so often quoted in current news articles.

During the past several months, the Society has been the recipient of a number of important and useful gifts to its library and museum. In October a parchment document authorizing Joseph Bloomfield to practice law in New Jersey, dated Perth Amboy, November 11, 1774, and signed by Governor William Franklin, was presented to us by Mr. Robert H. Reakirt of Cincin-

nati, Ohio, through the good offices of Mr. Leonard Dreyfus. It is an extremely interesting association piece and well deserving of a place of honor in our archives. Three valuable microfilm gifts have also been made to our library. Complete copies of the 1850 census records for New Jersey were presented by the Connecticut Farms Chapter, Colonial Daughters of the Seventeenth Century; those for 1860 by the Huguenot Society of New Jersey, and for 1870 by the New Jersey State Chapter, Daughters of Founders and Patriots of America. The Society is greatly indebted to the officers and members of these organizations for their generosity

and to Mrs. Albert F. Koehler of Bloomfield, New Jersey, who sparked the idea.

We are also indebted to Mr. Charles S. Todd of Easton, Maryland, who made a gift to us of a handsome early eighteenth-century Dutch cabinet of burled walnut, which was associated with the Schuyler family of New York and New Jersey from the time of its arrival here until comparatively recent times. It has been placed on the stair landing between the first and second floors, and is indeed an impressive sight to behold. Additional research is being undertaken to trace more carefully its descent through the Schuyler line.

THROUGHOUT THE STATE

There is no doubt that there are signs of an historical renaissance in New Jersey. During the past year or so several new societies have been formed: Springfield, which now has over three hundred members; Barnegat Light, organized last spring with headquarters in a former schoolhouse, Millville, and Hope. We have also recently heard of the existence of the Kearny Cottage Historical Society in Perth Amboy; and now we hear that the Hunterdon County Historical Society, more or less inactive since 1928, held a reactivation meeting on November 6 in the Society's room in the Public Library in Flemington. Directors and officers were elected and plans made for regular meetings which will include papers prepared by members on topics of historical in-

terest in the county. Mr. Hiram E. Deats, member of the Board of Trustees of the New Jersey Historical Society, who has served as secretary of the Hunterdon society for many years, was re-elected to the post. Mr. D. H. Moreau was elected president, John F. Schenk vice-president, John C. Thatcher second vice-president, Mrs. Maud Little Wilson corresponding secretary, Kenneth V. Myers treasurer, and Mrs. Annie S. Kuhl librarian. Donald A. Sinclair, curator of special collections of Rutgers University, spoke on methods of preserving manuscripts, and Mr. D. Stanton Hammond, president of the Passaic County Historical Society, told of his work in tracing early property records.

Good news was also received from the Paramus Historical and

Preservation Society in Ridgewood. It seems that the Paramus Reformed Church has leased to the Society a one-room schoolhouse at an annual rental of one dollar, payable on the fourth of July each year, which will serve as the Society's headquarters and museum. The building, built about 1874 and abandoned as a school in 1905, will be renovated by the Society as soon as funds are available. When completed, the museum will also serve neighboring communities such as Hohokus, Glen Rock, Waldwick, Midland Park, and Ramsey. The building committee of the Society, which is responsible for obtaining the use of the schoolhouse, is headed by Mr. Harry Williams of Glen Rock, chairman. Mrs. Rosa A. Livingston is president of the Society. On October 23 the Society held its annual pilgrimage, which consisted of visits to seven historic houses and places of interest in Ridgewood and Midland Park.

On the same day the Burlington County Historical Society held its Fall Pilgrimage. Among the points visited were the site of old Fort Nassau, where the Proprietors of Gloucester Tenth have met annually since 1688; the wreck of the *Augusta*, sunk in the engagement at Fort Mercer in 1777; Fort Mercer itself at Red Bank, including a visit to the Ann Whitall house; and an inspection of the "Chevaux-de-frise" on exhibit beside it. Miss Lois V. Given of the Historical Society of Pennsylvania was guest speaker at the fall meeting on November 20. Her address was on

"War and Discipline in Burlington County, 1774-1784." Two association pieces of Isaac Collins—a door latch to his printing shop in Burlington and a silver medal presented to him by the American Association of Book Sellers in 1804 for excellence in printing—were recent gifts to the Society. Fall pilgrimages were also made by the Morris County Historical Society on October 16, by the Camden County Historical Society on October 30, and by the Springfield Historical Society on October 3.

The Monmouth County Historical Association heard Earle W. Newton, director of the Institute on Historical and Archival Management at Cambridge, Mass., former director of Old Sturbridge, Mass., and editor of *Vermont Life*, give an illustrated talk on December 3 on "American Heritage Comes Alive," covering all reconstructed villages in the United States. At the annual meeting the preceding month, Susan Bonsall's collection of dolls of the world was displayed in authentic costumes.

Washington's headquarters at Rocky Hill received fresh recognition September 23 when state and national representatives joined local residents at the historic mansion for a special program marking the completion of important phases in its restoration. This house predates the Revolutionary War by at least ten years and is now administered by the New Jersey Department of Conservation and Economic Development as one of its historic sites. This stately colonial dwelling is known as the "old Berrian Man-

sion," as "Rockingham" and as Washington's headquarters. It is of particular significance as the house Washington occupied at the end of the war when he was invited by Congress, then meeting in Princeton, to assist in drawing up terms of the peace treaty with Great Britain. In a second-floor study at the Rocky Hill estate, the General composed his farewell address to his army, delivering it first from the upstairs balcony to the soldiers attending him at Rocky Hill. Shortly after, on December 4, 1783, he delivered it again at Fraunces' Tavern in New York to the officers of the Continental Army.

In 1951 the Princeton Chapter of the D.A.R. appointed a Rockingham Restoration Committee with Mrs. Harry A. Farr 2nd as chairman. Through the combined efforts of Mrs. Farr and Mrs. Olga G. Atkins, supervisor of historic sites for the Department of Conservation and Economic Development, services of outstanding personages in the field of colonial restoration have been secured, inventories prepared and a campaign for donations and loans of furnishings pertinent to the colonial period is being conducted. Research and the preparation of a booklet dealing with the house and its significance are being made by Miss Genevieve Cobb, a member of the Rockingham Restoration Committee.

The program dedicated Rockingham as the chapter house of the Princeton Chapter, D.A.R., by unveiling a brass plaque which has

been donated by Mrs. Alfred G. Mayor of Princeton, a former regent of the Princeton Chapter. Dr. Joseph E. McLean, commissioner of the Department of Conservation and Economic Development, and dignitaries representing state-wide patriotic organizations were introduced by Mrs. W. F. Fullam, Princeton D.A.R. regent. A segment of the Princeton High School band containing a fife-and-drum corps represented the spirit of 1776. The Reverend Mr. Guy A. Bensinger of the First Presbyterian Church of Dutch Neck, chaplain for the New Jersey Sons of the Revolution, was the featured speaker and gave the farewell address which was delivered at this site more than 175 years ago. Hostesses for the day were members of the Rockingham Restoration Committee and refreshments were served following the program by the Morven Society C.A.R.

Boxwood Hall in Elizabeth, one of the state-owned historic sites, is being developed as an historic museum, in part, with some of the rooms furnished in the colonial manner to include a bedroom, sitting room and dining room. Mrs. Olga G. Atkins says the goal for completion of the present project is February 22, when an anniversary celebration of Washington's birthday will be held in the old Boudinot Mansion. The historic exhibits are being prepared as a result of the generous loan of items owned by the Union County Historical Society, consisting of clothing, dishes, toys and such Revolutionary War relics as cannon

balls, rifles, bayonets, and ammunition belts. Furnishings for the rooms are the result of loans and contributions by individuals, acquired through the efforts of Mrs. William J. Stibravy, chairman of the House Committee.

The history of lighting down through the ages was graphically displayed in an exhibition of early lamps at the Public Service Electric and Gas Company's auditorium at 70 Park Place, Newark, during the period of October 11 to 23. It featured a truly impressive collection of about three hundred devices from the prehistoric to the modern, arranged in chronological order. The exhibition was part of a nation-wide celebration of Light's Diamond Jubilee, the electrical industry's tribute to seventy-five years of progress from the invention of Thomas A. Edison's incandescent lamp in 1879. The lamps were lent to Public Service by the Museum of Ancient Lighting of the Rushford Collections, Salem, Mass.

Menlo Park was also the site of a celebration on October 21, where seventy-five years ago to the day Edison announced the success of his search for an incandescent lamp. The ceremony took place at the foot of the 131-foot tower marking the site of his laboratory, and consisted of addresses by several speakers, including Mayor James Forgione of Menlo Park and the presentation of a reproduction of a painting of Thomas A. Edison by Junius Allen to the Metuchen Kiwanis Club by the Edison Pioneers. Charles B. Carmer was chairman of the celebration.

The Madison, Chatham, and Floral Park historical societies are co-operating to present a ten-week course of study on local history for the spring session of the Adult Education School in the Chatham High School. The opening session is set for February 9 and will continue every Wednesday through April 9. The subjects to be discussed cover a wide variety of phases of the history of the area and will include a general approach to the history of the state and county and specific topics such as geology and geography, early land grants and divisions, influence of the Indians, influence of the Revolution, genealogy workshop, turnpikes, canals and railroads, folklore, and a pilgrimage to historical places in Chatham, Madison, Florham Park, and to Washington's Headquarters in Morristown. The speakers will include Dr. Richard P. McCormick, John Cunningham, Meredith Johnson, Henry W. Pilch, Charles A. Philhower, Melvin J. Weig, Charles C. Gardner, Donald A. Sinclair, and Thomas T. Taber.

The Bergen County Historical Society held a reception October 31 for the artists who exhibited in the annual November art exhibit at Steuben House. The subject this year pertained to Bergen County historic sites. There were fifty paintings selected by a jury of well known artists.

Rutgers University Library continues to add interesting and often valuable items to its New Jersey collections. The latest issue of its semi-annual *Journal* lists several pages of acquisitions, a goodly por-

tion of which is devoted to manuscripts of New Jersey interest. Among the more important collections to be received by them were sixteen additional boxes of George Sykes' (1802-1880) papers relating chiefly to his work as surveyor and conveyancer; two boxes of papers of the Rev. James Chapman of Perth Amboy, and Thomas N. Stanford, New York bookseller and publisher, his brother-in-law, which augment several hundred letters

previously received and which not only include news of historical value but also countless revealing observations about conditions and concerns of the period from 1822 to 1857; and papers of the Cranbury Vigilant Society, 1901-47, and of the West Windsor Pursuing and Detecting Society, 1882-1946. Also of considerable importance were forty-two numbers and two supplements of the *Brunswick Gazette*, 1791-92.

WORKS IN PROGRESS

Mr. J. Harold Nunn, president of the Warren County Historical Society, is completing a two-hundred-page book on the history of Hackettstown to mark the hundredth anniversary of the Hackettstown National Bank and the two-hundredth anniversary of the town. The book will be published in April.

Harry J. Donovan, Jr., of Irvington, is preparing a thesis for the University of Ottawa on the

duties of the secretary of the Board of Education in New Jersey as determined by law.

Dr. Dieter Cunz, Foreign Language Department, University of Maryland, College Park, Maryland, is preparing an article on the history of German influence in Egg Harbor City, N.J. He is eager to locate historical material on the subject, especially old German newspapers of the town.

NEW JERSEY IN PRINT

MIRIAM V. STUDLEY

LISTING of new books and pamphlets is postponed until the April issue to make room for several book reviews and a quantity of magazine material about New Jersey.

Of interest is the news that a "Special Committee on Authors of New Jersey" has been at work since the summer of 1954, under sponsorship of the New Jersey Association of Teachers of English. Preliminary work under Chairman Rudolf Kirk of Rutgers University has resulted in a checklist of New Jersey authors to be reproduced by the Public and School Library Services Bureau of the state Department of Education, and distributed among teachers and librarians throughout New Jersey. With their help data sheets for one thousand New Jersey authors, assembled by the Committee, will be completed. If demand warrants it, the project may develop into a published biographical directory of New Jersey authors, living and dead.

REVIEWS

Ransom E. Noble, of the Department of History at Pratt Institute, reviews *Woodrow Wilson and the Progressive Era* by Link. Dr. Noble is a member of this society and author of *New Jersey Progressivism before Wilson*.

Daniel G. Hoffman will be remembered as author of "Stephen Crane's New Jersey Ghosts" in the October 1953 PROCEEDINGS. Mr. Hoffman is a fellow of Columbia University where he teaches American literature in Columbia College. A poet and critic, Mr. Hoffman contributes frequently to magazines in the field of American literature and folklore.

George L. A. Reilly, a graduate of Seton Hall University, did his graduate work at Harvard and Co-

lumbia universities. He has been for several years a member of the Seton Hall history faculty.

Woodrow Wilson and the Progressive Era, 1910-1917. BY ARTHUR S. LINK. New York: Harper & Brothers, 1954. xvii+331 pages. This outstanding volume is one of the first to appear in Harper's *New American Nation Series*, a set designed to replace the older *American Nation Series* which has ably served readers of American history for some half century. The author, an historian at Northwestern University, an authority on the Progressive period, and a leading Wilson scholar, was a natural choice for this particular book.

The years covered are extraordi-

arily full ones, embracing as they do the culmination of the Progressive Movement and the complex sequence of events that drew us into World War I; yet Mr. Link finds his way surely through the mass of data and gives us in brief compass a thoroughly informative, eminently readable, and withal exciting study of one of the most important eras in American history.

His portrait of Wilson as a Progressive is a critical one. Wilson came to power committed to the "New Freedom," a Jeffersonian concept of the limited state, free competition, and no special favors either for privileged business or for underprivileged farmers and workers. His first Congress reduced the tariff and enacted the Federal Reserve law—no mean accomplishments—but he resolutely set his face against effective labor and farm legislation and women's suffrage, and allowed Southern influence tragically to increase racial segregation in the national civil service. But as the 1916 election approached, the mathematics of the popular vote indicated that the Democrats could not win without attracting substantially the whole Progressive bloc, and Wilson—whose political convictions, Mr. Link says in another connection, "were never as fixed as his ambition"—put through the entire program of advanced Progressivism. This meant a state-interventionist position indistinguishable from Theodore Roosevelt's "New Nationalism" which he had so vigorously assailed just four years before.

In treating Wilson's diplomacy toward the World War I belliger-

ents, Mr. Link shows a sympathetic appreciation of the perhaps insurmountable difficulties which beset the war-time President. He flatly rejects the once-popular "revisionist" thesis that a combination of economic self-interest and Allied propaganda was solely responsible for our entry into the war, and feels that few Americans really appreciated the strategic danger which a British collapse would mean for the Atlantic Community. The decisions to break relations with Germany and to ask for a declaration of war were Wilson's, and in his thinking Germany's unrestricted submarine campaign was decisive. This reviewer would have welcomed a still more detailed analysis of the conflicting pressures upon Wilson and the nation in those fateful first months of 1917.

A valuable critical essay on sources and a careful index complete this admirable volume.—RANSOM E. NOBLE.

Stephen Crane's Love Letters to Nellie Crouse. EDITED, WITH NOTES AND INTRODUCTIONS, BY EDWIN H. CADY AND LESTER G. WELLS. Syracuse: Syracuse University Press, 1954. Price \$2.50. "What the Crouse letters suggest is the basis for a theory of Stephen Crane. Child and heir of the Cranes, a religious New Jersey aristocracy (of a culture now buried under Suburbia as deep as Herculaneum), he had become a radical, unchurched, defaithed, Christian gentleman . . . he was moved in the name of the ideal to revolt desperately against the

smothering conventionalities of moralism and respectability by which the world evaded the ideal." So write Edwin H. Cady and Lester G. Wells, professor of English and curator of special collections respectively, at Syracuse University, in presenting this series of seven long self-searching letters from Crane to the young beauty whom he met briefly in 1895 and courted by mail for three months—until his attentions met a sudden unexplained rebuff. The volume also contains six earlier letters to old friends, reminiscences and records of Crane as a student at Syracuse, a letter to the editors from the daughter of Nellie Crouse, and a bibliography of the Arents Collection of Crane materials at the Syracuse University Library.

Crane of all authors most nearly fulfills T. S. Eliot's dictum that the artist "must surrender himself as he is at the moment to something which is more valuable," since "the progress of an artist is a continual self-sacrifice, a continual extinction of personality." In consequence we know very little of Crane the man from his work, and half a century after his death a satisfactory biography is still lacking. Thus *Stephen Crane's Love Letters* are greatly to be welcomed by all who are interested in the life and writings of the Jersey-born author of *The Red Badge of Courage*.

As love letters these will not rank among the most romantic epistles in literature, but they do tell us much about the young Stephen Crane. As a strategist on the battle-

field of hearts Crane had to find a pretext for writing to Miss Crouse, whom he hardly knew, and for interesting her in himself. He shamelessly exploits his literary reputation in the first letter (he was twenty-four), sending her the program of the testimonial dinner proffered him by Elbert Hubbard of *The Philistine* and a newspaper column describing the tributes. At the same time he is self-deprecatory ("I do not suppose you will be overwhelmed with distinction when I tell you that your name is surrounded with much sentiment for me"). On the one hand he presents himself as a mysterious, rebellious individual ("I go through the world unexplained"); on the other, with a humor reminiscent of Mark Twain, he pricks all of his own pretensions: "It is a very comfortable and manful occupation to trample upon one's own egotism. When I reached twenty-one years and first really scanned my personal egotism I was fairly dazzled by the size of it. The Matternhorn could be no more than a ten-pin to it. Perhaps I have succeeded in lowering it a trifle."

The stylistic suggestion of Twain reminds one of a stronger parallel between the two authors in their courtships. For if young Sam Clemens, fresh from the wild west of the Washoe, seemed a diamond in the rough to genteel Olivia Langdon, so too did Crane to Miss Crouse, with his stories about prostitutes in the slums, his godless verses, and the intransigent individualism with which he rebelled against convention "in the name of the ideal."

The editors describe Nellie Crouse as "indeed a woman after Crane's own heart . . . chic, fundamentally tough-minded as well as clear-thinking, and independent . . ." But when she wrote him something in praise of "the man of fashion," Stephen replied with an epistle that must have amazed her. Analyzing the man of mode, he avows that "the social lion . . . fail[s] at precisely the moment when men should not fail," and defines his ideal class in somewhat other terms: "I swear by the real aristocrat. The man whose forefathers were men of courage, sympathy and wisdom, is usually one who will stand the strain whatever it may be . . . in the crises he . . . becomes the most reliable and enduring of created things." Crane is surely thinking of his own family; yet his uncompromising commitment to nobility allows him to recognize it wherever it is found—as in the self-sacrifice of obscure Billy Higgins, the ship's oiler in *The Open Boat*. After this effusion Miss Crouse's interest in Crane ceased; perhaps she was a more conventional woman than the editors indicate. Or perhaps, between this prickly letter and Crane's next (and last) she met Samuel Emlen Carpenter, whom she married the following June.

The other materials in the book fill in our fragmentary knowledge of Crane as a cigarette-smoking cadet at Claverack College, as a baseball-player and fraternity brother at Syracuse, and as a youth who attracted the avuncular interest of his instructors and the loyal friendship

of his classmates. The most important part of the book, however, remains the letters to Nellie Crouse. In them he states his own code of personal honor; the code may be inferred from *The Red Badge*, *The Open Boat*, or *The Blue Hotel*, but nowhere in the documents so far available has he stated it as explicitly as here:

"The final wall of the wise man's thought . . . is Human kindness of course. If the road of disappointment, grief, pessimism, is followed far enough, it will arrive there. Pessimism itself is only a little, little way, and moreover it is ridiculously cheap. The cynical mind is an uneducated thing. Therefore do I strive to be as kind and as just as may be to those about me and in my meagre success at it, I find the solitary pleasure of my life."

"We shall never know what made Stephen Crane so ripe so young," the editors remark. All readers of Crane will thank them for making available these long-withheld letters, which so clearly illuminate the heroic sensibility that informs his life and his writing.—DANIEL G. HOFFMAN.

Woman of Decision: the Life of Mother Mary Xavier Mehegan.

BY SISTER BLANCHE MARIE McIN-
IRY. New York: McMullen Books,
Inc., 1953. 232 pages.

This biography of Mother Mary Xavier is properly a facet of New Jerseyana, since the subject was the foundress of the Sisters of Charity of St. Elizabeth at Convent. The role of this order in the fostering of Catholic education throughout

the state is too well known to require repetition here.

Despite the obvious significance of such a study, the author's task appears to have been an unenviable one. A genuine paucity of records concerning the early years of Mother Mary Xavier has handicapped her biographer to no small extent, but this does not fully catalogue the obstacles that Sister Blanche Marie had to encounter.

Notwithstanding Mother Xavier's many praiseworthy traits, the fact is that this holy woman was wholly lacking in appreciation of her historic role; as an instance, she ordered the total destruction of a diary compiled by two of her contemporaries, saying that "God knows all that, Sisters. What is the use of keeping an account of what we did?"

Despite such crippling limitation, this is a work which was needed. Sister Blanche traces the history of the Sisters of Charity at Convent throughout the last century and does so with the insight imparted only to one who knows the religious life. The accounts of Mother Xavier's golden and diamond jubilees as well as the golden jubilee of the Order are superb examples of the author's narrative skill, and the reader learns of the esteem in which Mother Xavier was held by her neighbors. A Mrs. Revere of Morristown, wife of the grandson of the Revolutionary hero, wrote, on the occasion of the subject's golden jubilee:

"Mrs. Revere congratulates Reverend Mother Mary Xavier on the happiness she must feel in looking

back on so many years of good works, and in the pleasure of having planted in so many hearts memories that will always remain bright."

The book gains strength with each chapter, and this reviewer hopes that, in the future, mother superiors will be more helpful to the chroniclers of their orders and its great women.—GEORGE L. A. REILLY.

A Puritan Heritage: the First Presbyterian Church in Horse-Neck (Caldwell, N.J.). BY LYNN G. LOCKWARD.

A prospectus has been received for a church history that represents an unusually thorough use of original church records back to 1779. This volume, to be published by subscription at \$7.00 a copy, is *A Puritan Heritage: the First Presbyterian Church in Horse-Neck (Caldwell, N. J.)*, by Lynn G. Lockward. Since the life of the First Church and that of the Puritan settlers of Horse-Neck were for years inseparable, this history will be of particular interest to the descendants of the earliest residents of West Essex, whose activities are described in minute detail. The present writer has had an opportunity to examine the manuscript at length and it would seem useful to review the book here, even in advance of publication.

To the general reader the chapters of greatest value will be those on the Horse-Neck riots. This important prelude to the American Revolution is presented by Mr. Lockward in clear and readable

fashion. He translates into human terms the struggle over land ownership in New Jersey outlined in a brief and rather formal way in *The Quit-Rent System in the American Colonies* (1919) by Beverly W. Bond, Jr. We hope that Mr. Lockward's treatment of the subject may encourage scholars further to explore the riots, in manuscripts and documents, and to relate what happened in New Jersey to the whole history of land ownership in the middle states.

The student of economic history will appreciate Mr. Lockward's faithful reporting of the problems of financing a church on a budget of promissory notes. This moneyless economy was the despair of the pastors and their wives.

Among all the pastors, one stands out especially—Richard Cleveland, whose historic sermon of 1838 is printed entire in the appendix of *A Puritan Heritage*. He was the father of President Grover Cleveland. Mr. Lockward includes in his book a complete account of the acquisition and dedication of the parsonage as the Grover Cleveland Birthplace Memorial.

Genealogists will welcome this history of the First Presbyterian Church of Horse-Neck for its useful appendix. Rosters of church officers, marriages, baptisms, and burying ground inscriptions are set forth. The book has a very complete index. Also included are a history of church music and of women's work in the church.

Mr. Lockward has done a very thorough, careful, and devoted piece of work. In addition to the church records he has drawn upon family

papers and personal recollections, making available much fugitive material.

A Puritan Heritage is a long book with overmuch detail for easy reading. But it is a permanent contribution to local history, with valuable sidelights on a larger scene. It is worthy of attention from serious students of New Jersey history as well as from the scores of people whose ancestors participated in the development of Caldwell and its Presbyterian Church.—MIRIAM V. STUDLEY.

New Jersey Industrial Directory, 1954-55. Union City, N.J.: Hudson Dispatch, 1954. 994 pages. Price \$25.

Previous editions of the *Directory* listed only manufacturers. This new edition adds service firms, classified by services rendered, such as packing and crating, armored-car service, private detectives, etc. Another valuable addition is a chapter on "Sources of Industrial Information," listing local chambers of commerce. The industrial, geographical, and classified directory pages are preceded by a survey of New Jersey's industrial development and summaries of the work and regulations of the major state government departments whose activities relate to industry. The publishers admit the possibility of errors and omissions in this work containing masses of data, some omissions being dictated by policies of the firms included. This is a monumental and indispensable source of current information on New Jersey's cities and towns.—M.V.S.

THE PERIODICAL PRESS

Newest magazine on the New Jersey scene is *New Jersey Business*, whose first issue appeared in September 1954. Published in Newark, the magazine carries the sub-title "Magazine of Industry and Business," and is not to be confused with the *Review of New Jersey Business*. The latter publication, established in April 1945, is a product of co-operation between the research and statistics section of the New Jersey Department of Conservation and Economic Development, and the School of Business Administration of Rutgers University.

New Jersey Business, though mainly devoted to commercial development, has much to interest the history-minded Jerseyman. Articles on key industries and firms in the state, giving past history and present status, appear in each issue. A series "Yesteryear in New Jersey" describes historic sites and markers in lively fashion. The New Jersey calendar, "Things to Do, Places to Go," includes hours of opening of the state-owned historic sites. Another monthly feature, "New Jersey Business Trends," when followed over the year, will give a picture of changes in employment, construction, taxation, and cost of living. A series of biographical sketches is headed "The Man in Management."

"At the Crossroads" is the heading for a series of articles on the twenty-one counties of New Jersey, with emphasis on problems facing them rather than on problems business made in the state. The editor's answer, "The successful solution of

successive problems is progress," is really the underlying idea in much of the material published in *New Jersey Business*.

The October 1954 issue of *New Jersey County Government* is devoted to the Garden State Parkway, statistics, labor relations, real estate, chronology, finance, and bridges.

The Asbury Park *Evening Press*, celebrating its seventy-fifth anniversary, published on November 17, 1954, a valuable illustrated supplement, featuring the history of this shore community and of Monmouth County, and including a detailed chronology.

BIOGRAPHY

"Arthur J. Farley Retires at Rutgers," in *Horticultural News*, November 1954, p. 2822.

"Bordentown Staff Member Awarded Ph.D. in Education," in *Welfare Reporter*, September 1954, p. 11. Charles J. Perrine, director of education, Bordentown State Reformatory.

"Commentary on Culture; Stephen Foster," in *New Jersey Music and Arts*, December 1954, p. 3.

"Commissioner Chester W. Paulus of New Brunswick Elected League President," in *New Jersey Municipalities*, December 1954, p. 17.

"Dr. Cane Appointed to Public Health Council," in *Public Health News*, October 1954, p. 415. Brief biography of John J. Cane, D. D.S.

"Dowdell Retires as Chief of the Bureau of Assistance after 20

- Years with State," in *Welfare Reporter*, September 1954, p. 1. Biographical sketch of Marc P. Dowdell.
- "An Early Steamboat Plan of John Fitch," by Frank D. Prager, in *Pennsylvania Magazine of History and Biography*, January 1955, pp. 63-80.
- "Edward J. Foley, Jr.," in *Suburban Life in New Jersey*, January 1955, pp. 18-19.
- "Ernestine Schumann-Heink, Neighbor; Famous Opera Star Scored Some of Her Greatest Triumphs and Lived the Most Dramatic Era of Her Life During Dozen Years Here," by Dorothy Rowe, in *New Jersey Music and Arts*, November 1954, pp. 5-6 ff.
- "F. P. ('Spike') Gerry, 58, Dies; Former Deputy Commissioner," in *Welfare Reporter*, November 1954, p. 7.
- "Harry A. Taylor, Representative to United Nations," in *Suburban Life in New Jersey*, November 1954, p. 9. East Orange realtor, appointed as representative of International Real Estate Federation.
- "Joseph Wright, First Draughtsman and Die-sinker to the United States Mint," by Georgia S. Chamberlain, in *The Numismatist*, December 1954, pp. 1282-87. New Jersey engraver, son of Patience Lovell Wright of Bordentown.
- "John C. Williams Elected President of New Jersey State Chamber of Commerce, in *Around the Clock*, June 1, 1954, p. 1. Biographical sketch of the president of L. Bamberger & Co.
- "John J. McGowan Former President of League Passes on," in *New Jersey Municipalities*, December 1954, p. 22.
- "Lawyer for a Superhighway," by Morris M. Schnitzer, in *New Jersey County Government*, October 1954, pp. 38-39.
- "Letters from Ellen Axson Wilson to Anna Harris of Rome, Georgia, 1885-1912," edited by George Osborn, in *Georgia Historical Quarterly*, December 1954, pp. 369-94.
- "A Living Museum," by Joan MacMaster, in *New Jersey Educational Review*, February 1954, pp. 222-23. Thomas Alva Edison Foundation, Inc., West Orange.
- "Madeleine S. Frost, Elected League Executive Director by Executive Board at Meeting in Trenton," in *New Jersey Municipalities*, December 1954, p. 7.
- "Major General [Edward C.] Rose Retires," in *Trenton Magazine*, November 1954, p. 21.
- "Morris M. Schnitzer," in *New Jersey County Government*, October 1954, p. 39.
- "Newark's Mayor Names [Verner] Henry to School Board," in *Welfare Reporter*, July-August 1954, p. 12.
- "Notes and Queries, Stephen Crane and Cora Taylor: Some Corrections," by Scott C. Osborn, in *American Literature*, November 1954, pp. 416-18.
- "Rutgers Will Award Honors at Tercentenary Convocation," in *The Jewish News*, October 15, 1954, pp. 1, 15. Biographical sketches of Dr. Milton R. Kon-

- vitz, Aaron Lasser, Henry S. Puder, Michael A. Stavitsky.
- "Schumann-Heink in Jersey, Famed Contralto Gave Many Concerts in this State with Ocean Grove Appearances Setting Record," in *New Jersey Music and Arts*, December 1954, pp. 11-12 ff.
- "Seventy Years Deep," by William Carlos Williams, in *Holiday*, November 1954, pp. 54-55 ff. The poet-physician's life in Rutherford.
- "Treasurer Emeritus Blake and His Banker, Reprinted from 'The Chase,' June 1954" in *The Numismatist*, August 1954, pp. 850-51. George H. Blake, numismatist, Jersey City resident.
- "Who's Who in New Jersey Horticulture; Saluting Professor Lyman G. Schermerhorn," in *Horticultural News*, November 1954, pp. 2825, 2833.
- "Who's Who in New Jersey: Richard Lamb, City Assessor, Hackensack," in *New Jersey Municipalities*, December 1954, p. 4.
- BUSINESS HISTORY
- "Banking on the Future," in *New Jersey Business*, October 1954, p. 7. To commemorate 150 years of service, the National Newark and Essex Banking Company has skipped traditional anniversary gestures to set up two college scholarships. "We wanted something that would live," explains the bank's president.
- "Business is the Berries," in *New Jersey Business*, December 1954, pp. 26-27. Holly-growing business of Earle Dilatush at Robbinsville.
- "The Ceramic Industry in New Jersey," by Professors John H. Koenig and Edward J. Smoke, in *Review of New Jersey Business*, October 1954, pp. 10-11.
- "China by the Sea," in *New Jersey Business*, October 1954, pp. 29, 43. Lenox found everything it wanted right in New Jersey when it decided to build a new plant—intelligent labor, a good site and plenty of room for future expansion.
- "Diamond Jubilee of Light," in *Weston-news*, October-November 1954, pp. 4-6.
- "Edison's Incandescent Lamp Set Electric Industry in Motion," in *Public Service News*, October 15, 1954, pp. 3, 6.
- "First-Mechanics—Trenton's Largest Bank," by Karl G. Hastedt, in *Trenton Magazine*, November 1954, pp. 6-7 ff.
- "Income Payments in New Jersey," in *Review of New Jersey Business*, October 1954, pp. 12-13.
- "Interview with Henry G. Ritter, 3rd," as told to Edward Rosenberg, in *New Jersey Business*, January 1955, pp. 20-21 ff. The NAM's new president sees a good year for New Jersey and the nation, continued defense production, quiet on the labor front.
- "Jersey Iron, Sinew of Strength, Star of State Museum Show," by Kathryn Greywacz, in *New Jersey Government*, October 1954, pp. 51-52.
- "Kerns—a Quality Name in Beverages," by Karl G. Hastedt, in *Trenton Magazine*, December 1954, pp. 6-7 ff.
- "Light's Diamond Jubilee," by

- George E. Burens, in *New Jersey Business*, September 1954, pp. 17-20.
- "Lionel Trains Its Sights on Christmas," by Edward Rosenberg, in *New Jersey Business*, December 1954, pp. 18-19 ff. The big retail sales spurt for model railroads comes in December, but this corporation keeps its production highballing all year 'round.
- "Luzerne Rubber's Resilient Half Century," in *New Jersey Business*, January 1955, pp. 16-18. A calculated risk and a little capital expanded into a successful firm selling hard rubber products to nationally-known companies.
- "On the Move for Progress," in *New Jersey Business*, January 1955, pp. 24, 35. The Tension Envelope Corporation found more space, lower costs and increased employees satisfaction when it moved into New Jersey.
- "Research Can Pay Off," in *New Jersey Business*, September 1954, pp. 22-23 ff. De Laval Steam Turbine Company of Trenton, founded 1901.
- "Steeled for Competition," in *New Jersey Business*, January 1955, pp. 19, 30. U.S. Steel Corporation's Fairless Works fathered the Delaware Valley boom. Now, its Steel Products Division near Camden is completing plans to enter the ranks of New Jersey's container industry.
- "Their Business is Everybody's Business," in *New Jersey Business*, October 1954, pp. 22-23 ff. For fifty years, the Newark Business Library, the oldest of its kind in the country, has been dispelling the fogs of ignorance into which misinformed executives and entrepreneurs are likely to blunder.
- "They Took Giant Steps: a Youthful Railroad Laborer, a 14-Year-Old Errand Boy and a Fledgling Business Grew to Top Positions in the Electric Light Industry," in *New Jersey Business*, October 1954, p. 26. Tung-Sol Electric, Inc., Newark, founded 1904.
- "They're Their Own Boss," in *New Jersey Business*, January 1955, p. 25. Federal Machine Co., Inc. of Jersey City, where fifty per cent of employees own stock in the company.
- "Wonderland of Wonder Drugs," in *New Jersey Business*, January 1955, pp. 26-27 ff. On a 78-acre Union County plot, CIBA Pharmaceutical Products is developing in increasing varieties an arsenal of drugs for the war against disease.

EARLY HISTORY AND GENEALOGY

- Ground," by J. P. Dornan, in *Genealogical Magazine of New Jersey*, July 1951, pp. 66-70; October 1951, pp. 88-93. Continued.
- "Burlington County Gravestones: Mansfield Friends' Burying Jersey," July 1951, pp. 66-70; October 1951, pp. 88-93. Continued.
- "Copper First Discovered on Schuyler Farm," in *De Halve Maen*, October 1954, pp. 4, 6.
- "Genealogical Dictionary of New Jersey," by Charles C. Gardner, in *Genealogical Magazine of New Jersey*, July 1951, pp. 56-60 (Ansley, Anthony families); October 1951, pp. 77-80 (Antill family).
- "Hunt Family of Camden, N. J.," by Charles A. Goodwin-Perkins, in *New England Historical and*

Genealogical Register, October 1954, pp. 272-77.

"Mercer County Gravestones: Cornell Family Burying Ground, Hopewell Township," by E. J. Raser, in *Genealogical Magazine of New Jersey*, July 1951, p. 72.

"Midwestern; Grandpa Vance, 1808-1887," by Edward Vance Churchill, in *Northwest Ohio Quarterly*, Autumn 1954, pp. 294-303. Lewis Vance, Oberlin cabinet maker and storekeeper, born in Newark, N.J., 1808.

"Monmouth County Gravestones: Osborn Family Burial Ground [at Brielle]," in *Genealogical Magazine of New Jersey*, July 1951, p. 61.

"Ocean County Gravestones: the Whitesville Cemetery, Additions and Corrections," by J. H. Pettie, in *Genealogical Magazine of New Jersey*, July 1951, pp. 71-72.

"Peter Smith of Jamaica, Long Island and Some of His Descendants," by Samuel Stelle Smith, in *New York Genealogical and Biographical Record*, October 1954, pp. 217-22.

"Scottish Emigration to America; a Letter of Dr. Charles Nisbet to Dr. John Witherspoon, 1784," by Whitfield J. Bell, Jr., in *William and Mary Quarterly*, April 1954, pp. 276-89. Letter is among the manuscripts owned by the New Jersey Historical Society.

"Somerset County Gravestones: Pleasant Plains Cemetery, Franklin Township," by D. A. Sinclair, in *Genealogical Magazine of New Jersey*, July 1951, pp. 49-55; October 1951, pp. 81-87.

"That Mysterious Holker, the Story

of a Privateer," by William Bell Clark, in *Pennsylvania Magazine of History and Biography*, January 1955, pp. 27-52. Privateering off the New Jersey, Pennsylvania and Delaware coasts.

"The Trent House—Shrine of Early America," by Karl G. Hastedt, in *Trenton Magazine*, July 1954, pp. 9 ff. Account of the restoration of this historic house and of Col. Trent, its original owner.

"The Webley Family," by Richard W. Cook, in *Genealogical Magazine of New Jersey*, October 1951, pp. 73-76.

LANDMARKS AND INSTITUTIONS

"The A.F. of L. in New Jersey," by Louis P. Marciante, in *American Federationist*, February 1953, pp. 12-13 ff.

"The Agricultural Extension Service," by W. H. Martin, in *New Jersey Agriculture*, September-October, 1954, pp. 2-3.

"Annandale's Program, Its Training is Inmate-Centered with Individual Treatment the Goal," by Edward G. Ziegele, in *Welfare Reporter*, November 1954, pp. 1-2 ff.

"Boroughs Celebrate Anniversaries," in *New Jersey Municipalities*, October 1954, p. 14. Barnegat Light, Haworth, Stanhope, celebrate fiftieth anniversaries, West Paterson the fortieth.

"FFA's Twenty-fifth Year of Achievement," by O. E. Kiser, in *New Jersey Educational Review*, February 1954, p. 235. Future Farmers of America in New Jersey.

- "Fire College Program at Sea Girt," in *Safety Briefs*, October 1954, p. 16. New Jersey State Fire College, Division of New Jersey State Council conducts three-day training program.
- "Forgotten Children," by Thomas J. Durell, in *New Jersey Educational Review*, May 1954, p. 359. Education of migrants in New Jersey 1945 to date.
- "How Much We Owe . . . ' The NJEA Centennial Address," by Dr. Richard P. McCormick, in *New Jersey Educational Review*, January 1954, pp. 175-77 ff. Relating educational development to the history and character of New Jersey.
- "The Hunterdon Story," by Lloyd B. Wescott, in *Public Health News*, November 1954, pp. 435-36. By the president of the board of trustees, Hunterdon County, Medical Center, Flemington.
- "Ironsides': for Sixty-Eight Years—Both a School and a Home," by J. E. Segear, in *New Jersey Educational Review*, April 1954, p. 317. Manual training and industrial school at Bordentown, recently closed.
- "Irvington General Hospital," by Mortimer I. Schwartz, in *Bulletin* of the Essex County Medical Society, December 1954, p. 559.
- "Kessler Institute" by William A. Leff, in *Bulletin* of the Essex County Medical Society, January 1955, pp. 22-23.
- "Know Your Hospitals, Essex County Overbrook Hospital," in *Bulletin* of the Essex County Medical Society, November 1954, pp. 492-93. First of a series.
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- "Protestants Organize to Improve Relationship between their Churches, Those in Institutions," in *Welfare Reporter*, September 1954, p. 11. Department of Institutional Ministries, New Jersey Council of Churches, the Reverend Robert D. Smith, Trenton, chairman.
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PROBLEMS AND PROGRESS

- "Answers by Electronics, Man-Made 'Brains' Can be Used to Solve Some of Businessmen's Most Urgent Problems," in *New Jersey Business*, September 1954, p. 8.
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- "Attitude of Textile Workers to

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- "Immediate Water Improvements Again Urged," in *Trenton Magazine*, October 1954, pp. 5, 15.
- "Joe Fay: He Ruled an Empire from Prison," by Lester Velie, in *Reader's Digest*, December 1954, pp. 89-96. He was only number 106825 at Sing Sing Prison, but he was still The Boss outside.
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- "The Miracle of Clay," in *Review of New Jersey Business*, October 1954, pp. 9-10.
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- "New Public Employees' Retirement System Integrates State Employees' Retirement System with Social Security Benefits," by Steven E. Schanes, in *New Jersey Municipalities*, October 1954, pp. 5-9.
- "Our Expanding Economy in the Atomic Age; What May Be Expected to Happen in Mercer County & the Delaware Valley," by Ross L. Leffler, in *New Jersey County Government*, September 1954, pp. 9, 10 ff.
- "Our Role in Traffic Safety Awards," by Commissioner Matthew F. Van Instendal, Jr., in *New Jersey Municipalities*, October 1954, p. 21. The author is chairman, Traffic Safety Committee, New Jersey State League of Municipalities.
- "Repaving That Never Stops," in *The American City*, November

- 1954, p. 100. Lincoln Tunnel, connecting New York City with New Jersey, times its brick-pavement rehabilitation to fit the traffic flow, and performs the work on a precision basis.
- "Report from Woodbury," in *New Jersey Business*, September 1954, pp. 15 ff. After the war a mushrooming population and a formidable municipal debt had this well-heeled, well mannered town by the throat. Here's how the city fathers relaxed the grip.
- "The Residential Construction Boom in New Jersey: an Appraisal," by Norman P. McGrory, in *Review of New Jersey Business*, October 1954, pp. 7-8.
- "Teacher Salaries in New Jersey 1954-55," by S. Herbert Starkey, Jr., in *NJEA Review*, October 1954, pp. 64-74. Includes tables.
- "Teachers Saw Them Through," by Marian V. Miller, in *NJEA Review*, October 1954, pp. 60-61. Polio vaccine trials in New Jersey schools.
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- "Urban Redevelopment," by Louis Danzig, in *Newark Realtor*, September 1954, pp. 7-8. By the executive director of Newark's Redevelopment Agency.
- ROUND ABOUT NEW JERSEY
- "Animal 'Ellis' Island," by Jacques Francine, in *New Jersey Outdoors*, November 1954, pp. 5-11. Quarantine station at Clifton.
- "Cities of New Jersey: Hoboken," by Robert H. Yard, in *New Jersey Bell*, December 1954, pp. 2-7.
- "Drama in Hoboken," by Budd Schulberg in *Holiday*, August 1954, pp. 82-85. "On the Waterfront," filmed on the Hoboken piers.
- "Hillside Has Everything," by John M. Malone, in *Newark Realtor*, September 1954, pp. 5, 9.
- "Hollywood Goes to Hoboken," in *New Jersey Business*, November 1954, pp. 19-21 ff. Director Elia Kazan forsook the steam-heated sound stage to film his epic, "On the Waterfront," against the authentic background of this New Jersey port city. Realism, not economy, was the reason.
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- "Tuckahoe Wildlife Refuge," by Richard Gross, in *New Jersey Outdoors*, November 1954, pp. 25-26.



"Our Expanding Horizons": Mr. Carrol M. Shanks addressing a luncheon gathering of the Society on February 25, 1955.